U.S. DEPARTMENT OF COMMERCE

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NATIONAL OCEANIC AND ATMOSPHERIC

ADMINISTRATION (NOAA)

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HYDROGRAPHIC SERVICES REVIEW PANEL (HSRP)

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MEETING

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FRIDAY

MAY 6, 2011

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The Hydrographic Services Review Panel met in the Kona Moku Ballroom at the Waikiki Beach Marriott Resort and Spa, 2552 Kalakaua Avenue, Honolulu, Hawaii, at 8:30

a.m., Edmund Welch, Chair, presiding.

HSRP MEMBERS PRESENT:

EDMUND B. WELCH, Chair MATTHEW WELLSLAGER, Vice Chair LAWSON W. BRIGHAM, Ph.D.

JEFFERY J. CAROTHERS

MICHELE DIONNE, Ph.D.

CAPT. SHERRI HICKMAN

CAPT. THOMAS A. JACOBSEN

DAVID A. JAY, Ph.D.

GARY JEFFRESS, Ph.D.

JOYCE E. MILLER

SCOTT R. PERKINS

SUSAN SHINGLEDECKER

HAZARDS AND COASTAL MANAGEMENT STAKEHOLDER PANEL:

LCDR MARCELLA GRANQUIST, Waterways Management Division, Sector Honolulu, U.S. Coast Guard DAWN JOHNSON, State of Hawaii Civil Defense SAMUEL J. LEMMO, Office of Conservation and Coastal Lands, Hawaii Department of Land and Natural Resources

JOHN ROONEY, Ph.D., Pacific Islands Benthic Habitat Mapping Center

ADAM STEIN, Pacific Risk Management 'Ohana (PriMO)

ALSO PRESENT:

JULIANA BLACKWELL, NOAA/National Geodetic Survey Director

PAUL BRADLEY, NOAA/NOS/PPAD

ARTHUR BUTO, DLNR

EDWARD CARLSON, NOAA/NGS

VIRGINIA DENTLER, NOAA/HSRP

RICHARD EDWING, NOAA/CO-OPS Director

DOLAN EVERSOLE, University of Hawaii Sea Grant

CAPT. GERD GLANG, NOAA/NOS

LAURA HAMILTON, NOAA

TIFFANY HOUSE, NOAA/HSRP

CAPT. JOHN E. LOWELL, JR., Designated Federal Official, NOAA/OCS Director

JOHN MARRA, Ph.D., NOAA National Climatic Data Center, Regional Climate Services Director, Pacific Region

BOB McFARLAND, U.S. Coast Guard MICHAEL PARKE, Ph.D., NOAA/Pacific Islands

Fisheries Science Center

JESSICA PODOSKI, U.S. Army Corps of Engineers

LT. KYLE RYAN, NOAA/OCS

KATHY WATSON, NOAA/HSRP

P-R-O-C-E-E-D-I-N-G-S

(8:43 a.m.)

CHAIR WELCH: Good morning, we'll call to order our third and final day of the meeting of the Hydrographic Services Review

Panel for National Oceanic and Atmospheric

Administration.

Let's do a couple of administrative things first.

I went over and handed my

paperwork to Tiffany, fully expecting that I

would be the last person to turn it in, and lo

and behold, I wasn't, so, and I know the names

of the people that haven't turned it in, but

I'm not going to call you out by name, but

Tiffany needs your paperwork for your expense

material. So, be sure and get that to her,

before you leave.

For our guests, welcome. We ask - we have a sign-in sheet in the front and we
would ask that you sign in, give us your name
and affiliation.

1 Thank you all very much.

CHAIR WELCH: Thank you, John, and so, just before we get to introduce our new panel and have them make their presentations, we have some folks here that have not been here at previous -- the previous two days.

So, for your benefit, this strange animal called the Hydrographic Services Review Panel is an Advisory Committee for NOAA and most of its members are from the private sector, from around the country, and our role is to learn about and give our comments and recommendations to NOAA on its various hydrographic and navigation services and products.

And so, we find it particularly useful when we have panels of local users and contributors to those services and products, because what we're looking for is your suggestions to us, as to what's working or what might not be working, or what could be done differently, and these have proven to be

very effective ways for us to get information
first-hand.

So, thanks for your presentation, and with that, unless any members have a question or comment, we'll go straight to our third panel of -- and this is called the Hazards and Coastal Management Stakeholder Panel, and our first speaker is Mr. Adam Stein. Mr. Stein, welcome.

MR. STEIN: Thank you.

CHAIR WELCH: Go right ahead.

Mr. Stein, if you would not feel totally like an airline passenger, we're going to bump you to later, and so, we'll go to Mr. Lemmo, Mr. Sam Lemmo.

MR. LEMMO: Thank you. My life is plagued by this problem of always being early and handing my stuff in first. It's always getting me somewhere.

Anyway, thank you very much for this invitation to give a presentation. My name is -- I'm just going to give you some

background about myself and what my agency does, and then go into the presentation today, and then you can either ask questions or move on to the next panel.

CHAIR WELCH: What we'll do is, we've been letting each -- all the panelists make their statements and we've been holding our comments or questions until you all finish. So, that's what we'll do today.

MR. LEMMO: Okay, all right. So, I'll give a presentation of what I do in my agency and then give my presentation and then we'll move on to the next one?

CHAIR WELCH: Right.

MR. LEMMO: Okay, thank you. I'm the Administrator of the Office of Conservation and Coastal Lands, which is a division within the Department of Land and Natural Resources.

The Department of Land and Natural Resources is a state agency in the Executive Branch of Hawaii government, with

responsibility -- is to protect and conserve the state's natural resources for the benefit of present and future generations.

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We have a wide mandate. For instance, we are responsible not only for terrestrial resources, we're also responsible for marine resources three miles out, out in the ocean of the Hawaiian archipelago.

So, our responsibilities are quite expansive, and we have various divisions within the DLNR that have specific functions they perform in resource management. instance, Division of Forestry and Wildlife take care of the watershed areas. Division of Aquatic Resources takes care of our fisheries. We have a Parks Division that takes care of the state parks around the We have a Water Commission that's responsible for the allocation of water to users throughout the state. We have a Land Division that's responsible for the management of an unencumbered state land, kind of like

the BLM, or something, would be a good analogy.

My office is called the Office of Conservation and Coastal Management. We're responsible for a regular -- regulating all of the conservation lands in the state of Hawaii, and regulatory, in a sense of, you would look at a county regulatory agency, like a county zoning authority, well, we're a state zoning authority.

We have, under our responsibility, about half the land in the state to regulate. That land includes terrestrial lands, from the mountaintops of Mauna Kea and Haleakala, to the shorelines of the State of Hawaii, and to — out into the ocean, on submerged lands, three miles out.

We regulate telescopes. We regulate fish farms. We regulate open-ocean energy. We regulate terrestrial energy production facilities like wind farms. We regulate public facilities. We regulate the

development of public infrastructure, roads, sea walls, water systems, many, many different things, all of these things happening within the conservation district, which almost seems like that doesn't make sense.

But the reality is, even though
it's conservation land, people still are
allowed to make use of these areas, but the
uses have to be within reason, and it has to
be judicious use and it has to be sustainable
use.

We certainly don't allow intense urban developments, commercial developments and those types of things.

One of the things that my office got specialized in over the past 10 years was, we became very concerned about the condition of our beaches and this is because the state of Hawaii had no comprehensive beach conservation program or beach protection program.

We do have an Office of Coastal

Zone Management. They're performing numerous functions, but they weren't specifically dealing with the issue of regulating activities or misuses of our beaches.

And so, my agency stepped in and, over the past 10 years, we've done many different things around the state of Hawaii to further the protection of our beaches.

In Hawaii, we used to have -there used to be the idea that if you had an
erosion problem, you would just come in and
build a sea wall, and we pretty much changed
the thinking on that.

We've kind of had a philosophical shift in that, so that now, before building a sea wall, people are willing to look at a number of alternatives to that, like, you know, doing beach restoration, for instance, which I'm sure many of your are aware of.

Also, maybe looking at the idea of relocating structures away from the shoreline and that kind of thing.

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University of Hawaii, Coastal Geology Group and they have been busy producing data all over the state of Hawaii, regarding shoreline change, so that effectively -- developed maps that provide projections of erosion hazards around the states, around the state of Hawaii,

we've taken these maps now, and they've been

implementing them at the state level, so that

we can make sure that development along the

rational process and protect the beach and

shorelines is, you know, done in a more

protect the coastal communities against

implemented at the county level, we're

We've worked very closely with the

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coastal hazards.

So, I'm going to get it to the -
I'm going to give a really brief overview of

this little project that we did, which is

really the first of its kind that we've done

in Hawaii.

I'm sure some people have been doing this in other areas, but this is really

a first for Hawaii, and this was a partnership between the Department of Land and Natural Resources, the Sea Grant Program at the University of Hawaii and NOAA.

I just threw this slide in here to kind of describe to you what my life is like on a day-to-day basis. So, if you don't get it, you can come talk to me later.

Okay, clicker. Okay, this has one
-- thank you for your patience.

This little plan that we did, it's called the Kailua Beach Dune and Beach

Management Plan, and it's a local example of climate change adaptation. This was completed late last year or earlier this year.

As you can see, we have the partners, DLNR, Sea Grant, NOAA and of course, the Coastal Geology Group.

The purpose of the plan is to anticipate the effects of sea level rise, preserve and restore coastal dunes, develop proactive standards for new construction in

the coastal zone, increase public awareness and education and provide funding and support mechanisms.

The overarching purpose is really, by weaving together science, natural resource management, urban planning and public education, the Kailua Dune Beach Management Plan provides a simple blueprint for climate adaptation in Kailua, and what's important about this -- this little plan that affects Kailua Beach, and by the way, Kailua Beach is a -- Kailua is a little community on the windward side of the island of Oahu.

So, if you drove over to Pali and the Pali look-out, which maybe some of you have -- are aware of or have been to, and you just went all the way over to the windward side, you would come into the community of Kailua.

This plan is replicable. So, you could take this plan and recreate this similar planning effort in another -- in other areas.

So, who really cares about this?

Well, the reason we care is because through

doing this type of planning, we can actually

protect our beaches and coastal areas for

future generations.

If we go about business the same way that we've been going about business for the past decade -- for the past 100 years, what we do is, we -- the way we'd react to sea level rise is, we'd build sea walls. The beach would disappear.

But there is another reason for this plan, because it talks about adaptation, so, we're going to be looking at the possibility of guiding the urban development in back of the beach, moving development away from the beach, and so, now, you're building community resiliency as a result of this plan.

So, it's kind of, in a way, a sustainable kind of community plan and it's a -- I'll get into that in just a moment.

So, this is what was done. There

was a study done last year, by UH and they kind of calculated what sea level might look like in Hawaii in 100 years.

There was a study done by Chip

Fletcher, and basically, there was a consensus

that by the year 2104, sea level may well rise

by one meter in Hawaii, and so, basically,

they took that one meter of sea level rise and

they located a landward shoreline, based on

the one meter of sea level rise.

Actually, they developed three benchmarks, sea level rise by 2052, sea level rise by 2078 and sea level rise by 2104.

So, this gives you a more detailed look at one of the sections, and so, you can see the purple line is 30 centimeters of sea level rise. The green line is, I think, 60 centimeters and the yellow line, the last line is one meter, and as you can see, the onemeter line kind of runs right up the front of many of the structures along Kailua Beach.

Another thing we're doing is,

we're trying to protect the coastal dune from seaward creep. A lot of people are -- have been encroaching upon the state beach, planting vegetation, irrigating, fertilizing and so what happens is the vegetation creeps in a seaward direction.

So, this essentially blocks public access along the beach and changes the dune ecosystem, which we do no think is in the best interest of the dune ecology, in the long term.

Okay, going back. So, we're going to look -- the plan looks at regulatory adaptation strategies and non-regulatory strategies. Some of the regulatory strategies are to create new development standards.

For instance, we're toying with the idea of creating a coastal construction line, and you can see, there has been a line drawn here. This line coincides with the most seaward face of major structures along Kailua Beach, and there was actually a bill

introduced in the legislature to adopt a coastal construction line, so that no more construction could encroach seaward of this line.

We're also looking at possibly a special planning district, so, that instead of continuing to subdivide these areas and increase urban development, we would kind of look at the opposite, maybe decreasing density of development, and possibly, even moving people back, in the long term.

Non-regulatory adaptation

strategies include, of course, acquisition of

selected beach-front properties, and there is

a number of methods to do that, reverse

mortgages, dedications, conservation

easements, straight-up condemnation,

developing funding mechanisms to do these,

promote inter-agency stakeholder coordination

and of course, increased public awareness, and

of course, education and outreach.

We're continuing to educate the

broader public about the hazards of living
near the shore. So, there's been an atlas of
natural hazards published in Hawaii.

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We have published a Hawaii Coastal Hazard Mitigation Guidebook. This is a cookbook on how to develop kind of -- develop and -- develop property in the shoreline area and considering coastal hazards early in the development process, so that we can protect the beach and that we can protect the coastal communities in the long term, and we published with Sea Grant, this Purchasing Coastal Property in Hawaii, because want people who buy property in Hawaii to understand what they're getting, and what they're not getting, when they buy a piece of property on the shoreline.

Challenges to plan implementation, of course, there is always the climate science uncertainty, a lot of doubters out there, still, potential for regulatory takings, and of course, political will. A lot of our --

1 you know, politics is politics.

People take the short view, many times, instead of the long, inter-generational view, and we're still trying to figure that one out.

One of the big challenges is that we need to try to reduce, rather than increase, land use densities in the shoreline area. Everybody wants to move to the shoreline, as you're all well, fully aware of, and how do you reverse that trend, and then how to fund things, always a challenging issue, and with that, I'm available for questions.

CHAIR WELCH: Okay, thanks very much for an excellent presentation. We will, I'm sure, have some questions and comments for you. Okay, Mr. Rooney?

DR. ROONEY: Okay, thank you. My name is John Rooney. I am with the NOAA

Pacific Islands Fishery Science Center and the Pacific Islands Benthic Habitat Mapping

Center, or PIBHMC, for short, and I want to also thank the Hydrographic Services Review

Panel for this opportunity to, as it said in the invitation letter, express my views on how NOAA might improve its navigation and science-related products and services.

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My views are very much shaped by working with our mapping center, and so I want to tell you a little bit about the work that our mapping center does to provide a bit of a context for some of my comments and recommendations before the panel.

Our mapping group was really formed with a specific goal in mind, to map -- product benthic habitat map products for coral reef ecosystems within the Pacific Islands Region.

We've been predominantly funded to do that work by the NOAA Coral Reef

Conservation Program. We've also received generally, in-kind support from a number of partners, and of particular interest, perhaps,

to this panel, we do collect and distribute high resolution of bathymetry, but we also try to provide some other biologically important sea floor maps.

For instance, maps like you see here, delineating rocky versus sandy substrates and where we have sufficient data density, we'll try to map distributions of biological communities, as well.

All these data are collected with the idea of providing management tools, tools to, you know, to better manage, in particular, coral reef ecosystems.

However, map products are pretty basic tools for management and science in the marine realm, in general. These are some of the other uses of our map products, over the years, listed up here.

I won't go through them all, but I just want to make the point that our map is a really useful tool for a wide number of applications, and we do make an effort to get

-- to give our data a wide distribution, which helps it to be used by the stakeholders in a lot of different applications.

We maintain bathymetry syntheses at each of the island groups within the Pacific Islands region, so the main and Northwestern Hawaiian Islands, American Samoa, Guam and the Northern Marianas, as well as the Pacific Remote Island Area, home of some of the new Marine National Monuments.

In addition, well, I should also - I should acknowledge the School of Ocean and
Earth Science and Technology at the University
of Hawaii, does maintain the bathymetry
synthesis for the main Hawaiian Islands. We
contribute to that and exchange data with
them.

We also exchange data with a lot of other entities out there, NGDC, Naval Oceanographic Office, Office of Coast Survey and others, and all of the data products that we produce are made available on our website

listed here, and generally, we have a pretty quick time -- turnaround time, one to two years, depending on the level of processing required.

Like everybody that operates in the Pacific Islands Region, we share a number of challenges working there. This is a little map of the region and the different island groups and archipelagos that we work at.

The groups are separated by vast distances, you know, thousands of kilometers, and within each group, the islands themselves are scattered. We have data from about something over 50 different islands, banks and atolls. There are a number of other banks out there that still need to get some degree of surveying done, which kind of brings up another point.

We've gone out to try to do multibeam surveying over banks that show up on the charts on a number of occasions, in a number of different areas, and we find that the charted locations, there is no bank there, or they're -- the bank is actually in a different location.

Sometimes we've mapped banks that don't show up on the charts, at all.

This slide over here, I snipped from a chart the other day, from the NOAA chart reviewer. It's just a current edition, and it's just chart A1092 from the Northern Marianas, and the source data for that, I don't know if you can see that from where you're sitting, but it's from a pre-1940 Japanese survey, and you know, they know it includes only partial bottom coverage.

So, it's pretty old data, and you know, things change over time. There is a general need for hydrographic surveying in the area, you know, within the entire region.

Of course, you know, at the same time, there is that need, nationally, there is increased concern about the federal budget.

Within our group, we've been facing budget

reductions over the last couple of years, and so, any recommendations that this panel makes to NOAA leadership is, of course, going to have to reflect critical data needs for areas where greater efficiencies could be realized.

So, I'm going to move now, into some specific comments, or requests, really, and in coming up with those, I have tried to keep these criteria of essential needs or greater efficiencies in mind.

Okay, and I'll just tell you right now, the first one is unabashedly self-serving, but nonetheless, I believe I does lead to greater efficiencies.

I mentioned, there is a general need for more hydrographic surveying within the Pacific Islands Region, and there are some high-priority needs that come up from time to time, in navigation channels and harbors, places like that.

At the same time, to mobilize even a single survey launch and get it all the way

1 out to -- even to Hawaii, let alone to

2 American Samoa or you know, one of these other

island groups, it's prohibitively expensive.

4 It's logistically challenging just to make it

5 happen at all.

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For that reason, our group operates a survey launch here, eight-meter survey launch, the R/V AHI. She's equipped with a Reson 8101 ER multi-beam echo sounder, and because of the difficulties of getting one of their own vessels out there, the Office of Coastal Survey has used the AHI to survey four different harbors within the Pacific Islands Region over the last five or six years.

Discussions are underway with OCS, about doing another couple of surveys, as well.

Data from the AHI have been used for tsunami inundation modeling and, you know, obviously, there have been several very damaging tsunamis in the Pacific region over the last few years. It's not a need that's going to go away.

Data have also been used for other tasks, like this was a recently completed survey from the south shore of Oahu, where our vessel grounding occurred, so, assessing some of the damage from that impact.

So, with that preamble, I would like to suggest to the panel that they consider recommending to NOAA leadership that we get some support to maintain this vessel.

It's becoming harder and harder for us to do that, and it has demonstrated its value as a regional asset. You know, it's cheaper to use the AHI than it is to try to ship another vessel out to the region to fulfill some of our mutual needs out here.

Okay, for the next recommendation that I've got, or request, this is the island of Rota, and I got this image of that island. It's in the Northern Marianas, and it's surrounding the satellite imagery. It's color-coded, multi-bathymetry that we've collected, both using the R/V AHI, as well as

multi-beams from the NOAA ship Hi'ialakai.

I picked this island, just because it crossed my desk recently, but I could have chosen almost any island in the entire region, and you see this, this area between the island itself, and this kind of broad, dark blue colored area, and the multi-beam bathymetry.

It's near shore areas where we can't get in to survey with the multi-beam, but it's a super-critical area, a lot of biological processes happen in this near-shore region, it's an area of active physical processes, you know, sediment dynamics, beach erosion, long shore sediment movement, lot of anthropogenic activity happens in this -- very close to the shore zone, as well, fishing, that is where vessel groundings happen, coastal construction, and so on.

Right now, we don't have the means to fulfill this -- to fill this critical data gap.

So, I'd like the Board to consider

recommending that you'll embark on a systematic program to collect bathymetric LIDAR throughout the region, to fill in this critical data need.

Recently, the National Ocean

Council was established and the Council has articulated nine different national priority objectives, the second one of which is coastal and marine spatial planning.

This is a lofty and great goal. I fully support it, and they describe that as an effort to implement comprehensive, integrated ecosystem-based coastal and marine spatial planning and management across the U.S.

I hope folks back in Silver Spring and D.C. realize that, in order to actually implement this, you need to have the underlying spatial data, and in a lot of cases in the Pacific Region, and I know as well, in the Atlantic and Caribbean and the Gulf, the data just aren't there for -- to make this an effective process.

So, I'd just like a little endorsement that, you know, there is some recognition, we need support to help collect the data to make this a viable program.

And finally, this is a chart from Apra Harbor in Guam, and overlaying on the chart, there is high resolution bathymetry.

This is an area of very active military build-up going on right now, really massive.

They're going to increase the population of the island by 30 percent.

We didn't collect these data. We were able to get a hold of them, by -- you know, by shameless use, really, of personal contacts within the Naval Oceanographic Office.

But it brings up a point, that
it's ridiculous for the military to go out and
collect data and then for NOAA or commercial
entities to go out and re-collect these same
data because we haven't had -- we haven't
known the data to be existing, or haven't been

able to get access to them, and we do this again and again.

So, the Board might consider making a recommendation for NOAA leadership to initiate a long-term program for data-sharing with the Department of Defense.

So, just a quick recap, here, coming from the perspective of somebody engaged in the sea floor mapping, specifically, benthic habitat mapping in the Pacific Islands Region.

We've got four different requests for the Board, that they let -- perhaps, consider passing on to the NOAA leadership, first, to help us maintain the availability of this regional asset, the R/V AHI, to collect bathymetrical data to fill the really critical gap in near shore bathymetry. It's essential for a lot of management and science, as well as for navigation, safe navigation.

I'd like to see some support for the collection of mapping data to support

coastal and marine spatial planning, and
finally, the -- I'd like to see the initiation
of a long-term agreement to get access to the
Department of Defense spatial data, and that's
all I've got, and I guess we're holding
questions until the end, so, thank you, and
we'll talk later on.

CHAIR WELCH: Great, thanks very much, Mr. Rooney and Mr. Stein, we've got a boarding pass for you. You can get on, and we don't have to give you compensation.

MR. STEIN: I'd like to be moved to the front of the plane, sir.

CHAIR WELCH: We'll give you a first-class seat.

MR. STEIN: Thank you for this opportunity to address the panel today.

Again, my name is Adam Stein. I'm the Executive Director of the Pacific Risk

Management 'Ohana, or PRiMO.

Before I leave this slide, I'd like to call your attention to two things.

First, is the word 'Ohana.

In the Hawaiian language, 'Ohana has two similar meanings. The first is family. 'Ohana is also the group we work with.

So, in this case, it's a group that works together on risk management.

The second thing I'll call your attention to is the person holding the paddle in our logo. This paddle will become important in a few moments.

So, with that, I hope to provide you a little bit of background on our organization, and then as John did, provide some perspective.

So, we began as a roundtable, the Federal Hazard Mitigation Partners in the Pacific Islands in 2002. We tried to bring together, the Army Corp, FEMA, NOAA, USGS and those agencies primarily interested in hazard risk management, and it was apparent from our first effort that we could not keep other

1 people out of the room.

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This was one of the few

opportunities for these federal agencies to

meet together in the region about this topic,

and our efforts quickly grew, in terms of, we

needed to add the territorial, state and local

counterparts from across the region, as well

as a number of regional servicing

institutions.

And so, in 2004, there was a call to formalize and sustain our coordination through this effort, and we became the Pacific Risk Management 'Ohana.

And so, what we are is a consortium of local, national and regional agencies and institutions and organizations, and are committed to enhancing the resilience of Pacific Islands to coastal hazards and climate impacts.

We have a mission and that's really to increase collaboration through coordination, to improve the development,

delivery and application of risk management products and services for these specific communities.

I did not include a map, but we work in the same general area as the map that was shown by Dr. Rooney, and the U.S. flag
Pacific Islands, and of course, this being a very international region, we do, through many of our partners, work internationally.

Now, I'm going to refer you back to the paddle within our logo.

We've adopted the use of we -- we use the analogy of the Polynesian voyaging canoe to articulate how we work together.

We have an Executive Council. On any canoe, you need good navigators, and these navigators are folks from these agencies and institutions, which provide us PRiMO with our policy direction and the resources to coordinate and collaborate.

The huis, hui is a group that works together, so, our huis 'Ohana are the

groups within the family. The huis are the folks with the paddles.

These are the folks that keep our coordination going throughout the year in technical areas of expertise such as data analysis decision support tools, which is chaired by NOAA, and focuses specifically on geo-spatial technologies.

We have a data management and observations group, which focuses on data sharing and developing data sharing agreements. We have a training hui, or working group that is lead by the National Disaster Preparedness Training Center, a FEMA-sponsored center at the University of Hawaii.

We have a disaster communications working group, chaired by the National Weather Service, a risk reduction hui, which is focused on hazard planning in the region.

Our traditional knowledge and practice hui, which is looking at traditional governance of disasters, and how that can be

Incident Management System and our national response framework, and then lastly, and education and outreach hui, which is looking at creating a collection of educational and outreach materials for use across the region in multiple languages, and of course, multiple hazards.

I think Juliana might recognize
the gentleman in this photo. I wanted -- I'm
not going to go through -- provide examples of
the values of the collaborations that we've
been able to do, but this is Ed Carlson, who
works with the National Geodetic Survey.

For all of you that have met Ed,
he's a great asset to the region. He has done
a tremendous amount of work to improve
geodetic control across many of the Pacific
Islands, and this is a motley crew here, but
this is Ed, working with our colleagues from
the American Samoa Power Authority, who had
just led Ed and I to the top of this aid to

navigation in American Samoa after several hours of clearing through some pretty heavy cover.

This is an example of -- Ed and I were planning on going down to do some technical capacity building with a local government and do some leveling work to improve control, but when --- through Ed's commitment to partnership and the relationships we have established through PRIMO, we were able to identify the need the Coast Guard had, and the coast survey also had, to improve positioning of many of their aids to navigation.

So, we also spent several days across the island, up through -- doing GPS surveys.

So, as John mentioned, we have -it's incredibly expensive to travel to these
places and to take equipment.

So, any time we can do joint activities like this, it really save money,

builds relationships, broadens perspectives and I just wanted to provide this as an example of the type of work in which we're looking to support.

2.0

So, now, I'm going to provide you a bit of three perspectives from the risk-management community, which we'd like for the HSRP to advocate for on our behalf.

The first is in regards to tsunami preparedness and response planning. I think there is a significant need for improvements in this area across the region and across the United States.

The image on the upper right is of global ship traffic data. I don't think I have to tell this audience, the economic and national security importance of these ports in this region, and how vulnerable they may be to near-source and distant tsunamis.

We had some -- I'll share some comments about recent experiences in a moment, but I think this is much to be done from Port

Authorities, as well as small boat harbor

operators, whether private or public, as well

as some outreach and education that may need

to take place with the recreational boating

community.

The image on the bottom is the morning of March 11th, following -- or 12th, following the Japan tsunami, and you can see this image that we have, recreational vehicles, recreational boats and commercial vehicles in the same area for several hours, and there were some significant problems, and I think we're very lucky that we did not have more issues.

But kudos to the Coast Guard and the Hawaiian Ocean Safety Team. I think you heard from Robin Bond earlier in the week, this group has done an incredible amount already, to begin to bring together the necessary parties to address some of these issues.

But I think this is an opportunity

for the panel to advocate for something that could have some significant national security and economic impact in the United States.

The second is to support

investments that will help us to improve our

inundation modeling, our capacity, our

capabilities. Whether we're looking at

impacts of sea level rise in our Pacific

Islands, whether we're looking at storm surge

impacts from typhoons and hurricanes, or

whether we're looking at impacts of tsunamis

and how they may behave within our harbors and

along our shorelines, there are several things

that we need.

I'm reiterating here, the first bullet, high-resolution near-shore bathymetric data. I left the word near-shore out here, but that's what I mean, and specifically, in American Samoa and the Northwest Hawaiian Islands, where we do have some high-resolution terrestrial data and if we were able to get that sliver that Dr. Rooney showed, it would

be incredibly beneficial from not only the benthic habitat mapping, but also from tsunami inundation modeling, sea level rise inundation modeling and storm surge modeling.

2.0

Lastly, to do that, we do need some improvements in vertical control, especially in our remote areas, and the development of tools, such VDatum, for use in the Pacific Islands would be incredibly valuable.

And lastly, water level
observations are incredibly important for us,
not only in terms of being able to see the
impacts of these surges on our -- in our
harbors and on our coast lines, but it becomes
incredibly important for us to be able to
improve our forecast capabilities in the
future through model calibration and
validation.

The image on the upper right is

Apra Harbor. It seems to be a popular place
to talk about.

This is a -- this image shows a

2 tsunami inundation model developed by NOAA,

and I included it here because there were

4 recently, from the tsunami that was originated

5 in Japan, there were two vessels, two

6 submarines actually that came off their

7 moorings, and I think there is a tremendous

8 amount of work to be done in regards to

9 current speed forecasting within ports of

10 harbors.

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I think the tsunami modeling community is feeling comfortable about their ability to forecast time and amplitude, and I think they could really use some support in their ability to forecast current speeds within abatements and harbors. I think this is a critical need for all of you.

And then lastly, the last thing
I'd want to advocate for is increased
stakeholder engagement and partnership
development.

I've included a number of

202-234-4433

opportunities for that, and I think these are incredible investments to be made. I'll make a couple of quick remarks on each of them.

2.0

The Pacific Integrated Ocean

Observing System is a platform where we

provide access through a NOAA program at the

University of Hawaii to a large array of

coastal observation data.

The Hawaii Ocean Safety Team is a great example of a local effort to bring together many parties to look at local issues related to maritime safety, and then the Coastal Resilience Networks Program is a NOAA-funded program which provides limited grant funding to Port Authorities and other groups, to help them address risk to coastal hazards and climate impacts.

And then lastly, the National

Tsunami Hazard Mitigation Program, which all

coastal states in the United States

participate in and are able to develop funding

mechanisms to address some of the issues, but

again, I say this is partnership development,
because they don't have everything they need.

Then lastly, this is just an invitation for you all, as individuals and representatives of your organizations, and also, as a group, Mr. Chairman, to please feel free to become engaged in PRiMO.

The maritime community is one that we would certainly benefit from an increased participation, and our next meeting will be in Hawaii in March 2012.

So, we would encourage all of you to participate, if you're available, and with that, I think I'll turn it over to my colleague from the Coast Guard.

CHAIR WELCH: Okay, well, thanks very much, Mr. Stein, and we appreciate your observations and next -- yes, and your invitation. Maybe we could have this panel come two times in a row to Hawaii.

MR. STEIN: We would welcome that.

MEMBER MILLER: It might not be

1 raining so much the next time.

MR. STEIN: Yes.

CHAIR WELCH: Next, we'll turn to the Coast Guard, and Lieutenant Commander

Marcella Granquist, who has been here all three days and now, she gets to speak, so, welcome.

LT. CMDR. GRANQUIST: Thank you, sir.

CHAIR WELCH: Go ahead.

It's my moment to speak to you directly, and I -- from the last couple of days, there has been a couple of issues that have come up, and I've added them to my presentation. So, if you'll bear with me, I'll get to the questions and/or situations that were posed over the previous days.

So, aloha, and good morning. On behalf of Captain Joanna Nunan, Captain of the Port for Hawaii, I thank you for allowing us to participate in your endeavor and I could

actually make this very easy, and I think Mr.

Stein here, since I would literally second his

recommendations, we're going to see a lot of

overlap between the two of ours. So, I thank

you, and so, I'll make mine a little more

So, who we are. What we do, actually is who we are. We do a lot.

brief.

We are the premier maritime service. We answer to the public. We are the safety and security on the waterways. We are in just about every little niche that you can think of when it comes to maritime, and we do facilitate commerce first and foremost.

Also, as a multi-mission service, we do value joint operations and cooperative efforts and I will talk about that a little later.

I show you our area of responsibility for two things. Because we are responsible to maintain the welfare of everyone out on the waters, here within our

area of responsibility, Captain of Port 1 2 Authority, we very much value the surveying and forecasting models. They're very optimal 3 for the roughly 2,500 nautical miles of 4 5 responsibility, area of responsibility that we are tasked with, especially when it comes to 6 7 after-action restoration of normal operations 8 for the ports and harbors here to facilitate 9 commerce, not only for Hawaii, but for across the Pacific. 10

This is foremost, also on Hawaii, because we are a just-in-time economy here, and herd as high as 98 percent of what we need here to sustain ourselves comes by sea.

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So, it's optimal for Hawaii, but very much so, to keep all the transit and commerce and economics going throughout the Pacific.

With that, this is just a little of what the Captain of the Port and some of our other operations here for the district,

Admiral Ray is in charge of.

This is what we did over fiscal year 2010, and this is what we did with five air assets, C-130s and some helos and 13 vessels to cover our 25 nautical mile area.

2.0

So, joint efforts and cooperations are optimal for us, having, again, the surveys and the forecast models are very, very important, because we wouldn't be able to do a lot of this without that information, and I'll go to some of the products that NOAA provides to us in order to accomplish these numbers and make everybody safe and secure on the waterways here in Hawaii.

Actually, you know what, I did put in to, forgive me, my notes here, that I was going to back up, to the -- is it BoatUS, that brought up the towing yesterday?

CHAIR WELCH: Susan, over here, is our representative from Boat U.S.

LT. CMDR. GRANQUIST: Yes, and our policy, as the United States Coast Guard, is, we have a four-point method for our towing

here in Hawaii, and I'll specifically speak
about Hawaii, because it does change a little
bit, on the mainland, because of the way the
harbors and the constituencies are set up.

But here for Hawaii, first and foremost, when we do get a request for assistance or someone has simply run out of gas on the water, and can no longer be self-sustaining, in a non-emergency mode, the first thing we usually do, after talking to them, is to try to find a friend or family member, to go out and help them out, go give them some gas.

If there is no one that they can call upon, the second thing we will do is a maritime assistance broadcast, for any Good Samaritan, in or near that situation, that can help out, and often times, because of the distances between the islands and you're in open waters, roughly within two to three nautical miles off the shorelines here, that becomes a premier or a very important asset,

if someone is nearby, to be able to take care of them while they're out there, because it could take us hours.

Again, we only have 13 vessels, sprawled across four of the major islands here. So, we're few and far between.

The third thing that we will do is vessel assist. That is where they sit in.

They have the resources, especially for the larger vessels, if they're in, again, non-emergency, but still unself-sustaining -- or not self-sustaining, vessel assist will go out, and I understand that vessel assist is on all islands, which I understand is either five or seven.

So, I believe it's at least the five islands, if not, all seven islands, major islands here in Hawaii.

Then the fourth thing that we will do, we will not leave them out there for days on end, if there is no one else. So, we will go and help them out.

However, with the 13 assets, the float assets that we have, you know, if you're simply out maybe 20 nautical miles, that could take two days. So, you've tied up that asset for two days, which can become extreme, if we have heavy weather set in, a tsunami from nowhere, that can tie up that asset and that's why it's a fourth in line.

So, but for emergencies, we will go out, and there are a lot of state assets here, on the waterways, that are often closer to the situation at hand. So, that is our towing policy.

I also put in here, for our Arctic ops, for fiscal year 2012, and I actually pulled the report for Congress, that is dated April 14, 2012, from our Commandant, and his statements have been in our policy, will be, "The U.S. Polar Ice Breaking Fleet will consist of the Polar Star and the Healy, with the understanding that the National Science Foundation ship, the Ice Breaker Palmer, will

also be working in the -- in the polar regions."

So, there will be three United States vessels in and around that area for 2012 and forward. So, with that, I'll move on.

I say our partners, and not necessarily partnerships, because here, these are our 'ohana. Anybody that is out in the water is a partner to us. We are there to protect and to serve, but we are also there to have fun, and we are a community of 'ohana.

In regards to the recreational side of the house, we have every type of vessel you can imagine, probably ever been built, here at some point, in Hawaii over a couple of years time.

I've got submarines, I've got high platforms. We have all five Military services here. So, we have a fair amount of assets in and around the water at any given time, and this is in addition to just the 15,000

registered vessels that are documented here.

So, there is many, many people in the water. Waikiki, I'm sure you've seen the surfers, as well as the paddle boarders and the swimmers. Those are all recreational to us.

Some of our stakeholders, if you will, we do do a lot of cooperative and joint efforts with the State of Hawaii. These are just a few of the people that we pretty much work day in and day out with.

We also work with a lot of county agencies, especially when it comes to emergency response and restoration.

Some of the Federal agencies, I've already mentioned. NOAA, you'll see where we rely on you the most, here in a minute, and then we have a number of community groups, again, very much 'ohana.

The Industrial Advisory Board specifically focuses on our numerous commercial harbors throughout the islands.

Hosts, again, you've already met Mr. Bond, and Neighborhood Boards. We will go to the Neighborhood Boards. There is numerous ones on each of the islands, to address their concerns, because again, they are most often, the ones in the water that will be impacted, depending on the situation.

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So, we will partner and cooperate and make joint efforts and do good things, all the way down to the guy that has the boat house on the water.

One last comment I want to make here, on the recreational side of the house, especially for the vessels.

Most of the vessels here are very small, and they don't have GPS. The majority of them do not. They may or may not have marine band radios. More often, they don't, and when they do have them, the tendency is because there is so much chatter on each of the channels, especially if you're in close to any of the commercial harbors, they'll turn

1 them off.

So, they're not listening, once they leave. They've basically, left society in some regards, and so, it's optimal to find a means to communicate with them, and I'm hoping, through NOAA, we can find a way to do that.

Here is the big one. I'm sure a lot of you would like to see, this is just a summation of the products and services that we use. I set it up for what missions we accomplish with them.

The hard copy and online charts, almost every mission, has someone of us in the Coast Guard, pulling a hard copy chart, myself, personally, or online charts where we're looking up in the command center. So, on a daily basis, we're using that.

The Coast Pilot, because we get a lot of visitors here, who sail in or take a boat out as part of their tour package or visiting -- simple visitors throughout the

year. Coast Pilot is optimal because we can pull that out and we can -- we don't have to memorize every specific of every location in the islands.

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There are numerous harbors and waterways here in and through the islands.

There is no way anybody could, and I say that because I'm probably sure somebody would come back and say, "Yes, I can memorize an entire book," but for us generally, on the Coast Guard side, we don't have all the little specifics and innuendos that go into the Coast Pilot, and so, we're pulling that out on a daily basis, as well.

The online weather, I want to thank you very much for the last tsunami, that was optimal in telling us when it would be safe to go out and do a short survey of the harbors, so that we could get back -- things back into order.

So, I very much appreciate all the weather information, the forecasting, the --

as well as the historic data, and I say

historic data in particular because we have a

lot of things that we will respond to, and

we're in the moment. So, all we care about is

that moment.

But there are times, depending on the circumstances, with loss of life, loss of property, we have to go back and investigate. So, that historical data, that we weren't really worrying about at the time, might become a causal factor for an investigation, and if we know that, and we can drill that down, then we can hopefully prevent that from ever happening again.

So, your historical data really does come in handy.

The NOAA buoys, again, for the tsunamis, the surveys are optimal, again, for the investigations, as well as for waterway construction and projects review, which I specifically do on behalf of the Captain of the Port.

If I did not have your surveys, for a lot of areas, I would not be able to make that call on whether that new project is introducing a hazard to navigation or not.

So, those surveys are optimal, especially with small realm of safety and security on the waterways, when it comes to construction and projects.

And forthcoming, again, I thank

NOAA very much, for coming out early. I

understand, several years early, to do the

Tidal Current Information.

We will rely on that for search and rescue, our search patterns. If we know which way the tide generally goes, we can do a better grid and get to that person sooner, and that is what we would like to do, and that's where I can see us using that form of data.

Positioning of the aids to navigation. If we knew that aide is being pushed off station and how so, then we can

make it a more robust aid for the community, and then facilitating, always facilitating commerce, and again, I don't mean just in Hawaii. I mean throughout the Pacific.

Now, again, here are just a couple, and I would like to reiterate that I second everything that Mr. Stein said before me, and these are just two areas that I foresee, that we, as the Coast Guard, need to do better and hopefully, with NOAA, can succeed.

It's communications, and again, predicting, having real-time accuracy and after data, to complete the mission.

Then the last piece I have is, after going through, I did spend a number of days, after I talked to Ms. Watson, thank you, going through the NOAA's online web service data, as well as services provided.

One service that would be optimal for us here, especially in this particular harbor, would be PORTS, and I know it's a

joint effort of NOAA and other entities, but this is something that could really help us out.

The vessel that grounded, I'm not showing this because this -- not having this data led to the incident, although it would have helped. I'm showing this because you can see the dark water, and you can see the vessel. They don't have much give-way getting into that harbor.

So, our channels, a lot of our channels are cut, squared away into the harbors, through the coral. So, when you miss that channel, you've got coral, and so, that's why this picture up there, more so because, you know, if we had this type of data, or we had this system out there, we can have a better chance of hitting that channel right the first time.

I understand we'll partake of questions a little later, so, at this time, mahalo.

1 CHAIR WELCH: Thank you, 2 Lieutenant Commander, and from the Hawaii Office of Civil Defense, Ms. Dawn Johnson, 3 4 welcome. 5 MS. JOHNSON: Good morning. Can you hear me? 6 7 CHAIR WELCH: Yes, ma'am. 8 MS. JOHNSON: Aloha and good 9 morning. I am Dawn Johnson. I'm the State Hazard Mitigation Officer. We're with the 10 State Department of Defense, State Civil 11 12 Defense Division, and thank you, services panel and your quests, for this timely 13 14 invitation. The mission of State Civil Defense 15 within the State of Hawaii, as you see here, 16 is very clear, very simple: Prepare for and 17 18 respond to disasters and emergencies. 19 Primarily, our mission is about 20 people, it's about people, and it's about 21 people. So, it's the prevention of loss of

It's the protection of bodies and

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life.

people, or people, and it's the protection of property, to reduce risk to property and loss of property.

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Our mission is to ensure that we're providing for the welfare and safety of the citizenry of Hawaii, and that includes assurances that we can take the necessary and appropriate steps to keep in place, vital services and life lines, post-disaster, as well as pre-disaster, as appropriate, ensuring that there is continuity of Government postdisaster, so that essential services can continue to be provided and as my partner here to my right mentioned, Hawaii is really uniquely isolated in the Pacific. So, we are highly dependent on the import of services and goods to Hawaii, and that includes emergency services.

So, in the post-disaster environment, care and assistance is about three to five days out. So, our need to be able to respond, based on what we have and

what we know here, is really critical to our continued mission.

Lastly, managing the resources for response and recovery. So, each of my partners here at the panel today does overlap in their services with what we do and what we provide to the State of Hawaii, again, in the pre and post-disaster environment.

In Hawaii, we're really fortunate,
I guess it depends on how you look at it.
We've got it all. So, from wildfires to civil
disorder, you name is, we have to plan for it.

Volcanic activity is significant, not because of just the lava flow impacts, but because of the air pollutants. So, it's a very significant threat to those who are prone to respiratory disease, for instance.

Asthmatics don't find a visit to the Big Island to be all too enthralling when you can't breath.

So, to any extent possible, and to the extent possible, State Civil Defense is

engaged to address each of these disasters,

based on the four pillars of emergency

management: Protection, prevention, recovery,

and mitigation.

Hawaii's hazard profile, as you see here, 18 various hazards, and those familiar with our state might be surprised to hurricane at the top, because we've not been hit by too very many.

Flash flood, or flooding in general, is our -- in terms of frequency, our most common disaster. Tsunami, third. Again, we're uniquely isolated in the Pacific.

Seismic activity off of Chile, off of the Alaskan Aleutians can potentially, and has in the past, generated tsunami on down to Hawaii.

When you look at the hazard profile, what you're seeing is a prioritization that is based on risk to people and property, on the basis of frequency.

So, in the event of hurricane, as we saw with Katrina, Hurricane Ike and Gustav,

all you need is one significant catastrophic event to create significant devastation. We saw it with Nicky here in Hawaii, over 20 -- well, back in the 90's, I believe we're talking 1992 or 1991.

But again, in terms of overall hazards, State Civil Defense has a significant responsibility to you, as our visitors, and to our residents, to ensure that we can do whatever is necessary, whatever is possible, to ensure protection of property and persons.

Our vision, as you see, to lead the state in the prevention and protection and rapid assistance during disasters. We rely on coordination of resources and established partnerships, whether it be Federal, state, county, private non-profits, our communities, there are a lot of initiatives across the board, across each of those levels, down to faith-based organizations now being a significant part of our response efforts, as well as our preparedness efforts.

Strategic areas of emphasis, as you see the five there, prevention and protection, as well as partnerships highlighted, because I'll go into those 4 further, and NOAA's role, relative to all of the above, very significant.

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This slide presentation could be much longer and even further ongoing, but to the point, our need for NOAA's services is beyond question, in support of these strategic areas.

So, prevention and protection. Mitigation is a really popular term, but it's also a critical part of our mission and our vision, mitigation to reduce and eliminate, again, the risk to people, people, people, and property here in Hawaii.

So, some of what we rely on, whether it be preparedness, whether it be prevention, protection or mitigation, early warning systems, we have worked with the USGS to recently install two additional gauges out

in the North Shore, along Helemano and Opaeula streams, for instance.

Early warning systems are critical, not only for our coastal areas, but for our inland river marine areas, and again, most of you are familiar with Hawaii, you know, we're a very flashy state, not because we're colorful, which we are, but our geography is different than you're going to typically see on the Northern American continent.

We're very mountainous. We will have standing rain systems on the interior valleys, that will develop a flash system, in places we wouldn't even anticipate, and a recent case example is the heavy rains that we had two weekends ago here, perhaps over some of your stays, resulted in a flash flood that ran right down the backyard of our national flood insurance state coordinator, and she lives in a flood plain, but for the time that she's lived there, she had never seen a flash

1 flood.

The kids go fishing in the stream.

They go swimming. They catch Hawaiian opai,

we have shrimp, but it's just -- it's good

fun, and you don't -- we don't typical

anticipate, because we've become very

complacent in our daily activities, we don't

anticipate that a flash flood is going to come

to where we've not typically seen it before,

especially for our children.

So, early warning systems, again, critical, so, not only is a DART network important for us, relative to tsunami inundation and our ability to predict areas of impact and significant impact, but how are we keeping our kids out of the streams, when they shouldn't be there?

To mimic some of what we heard

Adam mention and what Sam referenced, and in

fact, even Mr. Rooney, innovation analyses,

important for our State Civil Defense, because

of what the product provides us.

We don't have the scientists and the engineers on our staff. However, we rely on the products, as a result of the wave modeling, the hurricane planning. How can that information help us better prepare our citizenry, to protect themselves, to stay out of harm's way? How can we help influence land use planning if there is a need to influence it?

What information can you help us

put our arms around so that we know where

folks should not be building, and if there are

built-ins already, how do we get those

structures, for instance, residential

structures, out of harm's way?

When we're looking at some of the programs that FEMA provides us, or has made available to the nation, so, therefore, also Hawaii, we have elevation opportunities, but it's really, again, expensive in Hawaii because we're uniquely isolated.

So, the labor, very often

1 imported. The supplies and materials,

imported. So, our costs are very, very steep.

3 So, you don't see a lot of things like

4 acquisitions, to get people up and out of

5 harm's way, but the information is still

6 critical, because we've got to get them out of

7 harm's way, in the event that a hurricane is

8 incoming or a local tsunami, generated by a

9 local seismic event, for instance, right off

of the Big Island.

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Lastly, public awareness and education, which ties into all of the above.

Mitigation, my passion. As a result of the Disaster Mitigation Act of 2000, every state is required to maintain and support and drive its multi-hazard mitigation plan and a multi-hazard mitigation plan, to ensure that they can continue to receive disaster assistance, post-disaster assistance

The multi-hazard plan is required to include, as identified in the Stafford Act

and non-disaster assistance.

and in the 44 Code of Federal Regulations, those four items. So, we need to be able to have identified our hazards and if there is a change in that hazard profile that you saw earlier, we have to account for that change every three years, as well as our risk and vulnerability analysis must be updated, our mitigation strategy is our plan to mitigate across the state and across all disasters, to again, get back to that people, people, people message, what can we do as a state? What actions and mitigation can we support, to ensure life protection?

We also work with our local county counterparts, to help them develop their own local plans, which are then incorporated by reference into the state plan.

As I mentioned, the updated plan ensures that the state continues to receive both the non-emergency funding, as well as public assistance.

C through G, you don't get unless

you have a state plan, we don't get, unless we have a state plan. A and B, emergency measures, those are a given. So, FEMA will come in, if we need to remove debris. FEMA will provide us that kind of assistance.

If we need to put in temporary measures for protection from the elements, that measure is accounted for and allowed for, even if you don't have a plan, but the rest of it, C through G is not a given.

So, it's critical and incumbent upon my agency, State Civil Defense, to ensure that road systems, water control facilities, parks, can resume services and be restored, based on Federal assistance, because we've got a plan for it and we can receive funding for it.

The plan is available online through our site, and is organized, as you see. Only eight chapters, very deceiving.

It's about, printed, single-sided, we've now gone to double-sided, but single-sided, we're

about two and a half reams worth of paper.

It's horrifically cumbersome, but the plan is comprehensive. So, it does address each of the elements that not only are we required to hit, but Hawaii was one of the first states that can actually claim, having addressed in its hazard profile, climate change.

So, we accounted for climate change and sea level rise very early on, recognizing the risks that are inherently available to the entire state, as a result of any change in sea level.

Our plan elements, as you see, the identification of the hazards, a review of that risk and vulnerability, as a result of the hazards, and our mitigation strategy.

We work with our state and county partners, as well as local non-profits, local communities, to develop a mitigation strategy that is reasonable, that fits, that is feasible, and if a wish-list item, still

1 feasible, is subject to funding, for instance.

Then back to the vision slide,
mention of our partnerships. There were three
slides. It's a lot of, as you can see,
acronyms. So, I cut out the last two slides.

But we rely on our partnerships to do our job better than we are expected to do, and better because the loss of just one life is more than significant.

So, as much as is possible for us, we do seek continued awareness of information and data available outside of our doors, because the information, even if we don't know what it is right away, is ultimately critical and important to our mission.

USGS, the -- I'm drawing a blank, Fed service, United States Geographical Service, I'm taking a stab.

We worked with them, as I mentioned, to fund to gauges, as a result of the 2008 floods. Those two gauges are installed out on the North Shore of this

island. The community that was impacted

continually and regularly -- and FEMA spoke to

its repetitive flood loss, we seeking some

means by which they can -- if they can't

afford to move, at least they can get out of

harm's way.

So, in partnership with USGS, we identified the kinds of gauges that were most reasonable for the installation, and we've added about three minutes of warning time to the community. Doesn't sound like a lot. I know if I get delayed in traffic for three minutes, it's a lot of time, but you know, to take it and -- and speak to it, from a comparative sense, what's three minutes relative to a half-hour?

It's a difference between a life saved and a life not saved.

So, the community has access to the gauge information real-time, on the USGS online service water alert. So, this is an initiative that USGS took on, but made

available to us, as one of their partners.

So, the information is relevant, and the initial uses of the gauge data, for the purpose of science, also has a real role, relative to emergency management in the state, and also, across the North American -- also across the United States.

NOAA, I apologize, I didn't list you all first, but to Adams' mention, NTHMP, that's the National Tsunami Hazard Mitigation Program.

State Civil Defense is the grantee for that program, and we're all aware of the shrinking budget, the Federal budget shrinking, and it's not seeming to stop shrinking.

So, based on our role as grantee of the NTHMP, as well as the NEHRP, as well as Homeland Security grant assistance, and FEMA Federal Mitigation -- FEMA mitigation assistance, our commitment is to take a look this year, at a real opportunity to leverage,

or what the opportunities are to leverage our grants and the grants for which we serve as grantee.

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So, NTHMP, NEHRP, the National -it's an earthquake hazards reduction program, under FEMA, we have the pre-disaster mitigation grant program. We've got the hazard mitigation grant program, the various grants under Homeland Security. How do we take all of those opportunities, and all of the products, all of the products from each of those opportunities, and manage them, such that we're not duplicating, as Mr. Rooney said, or referenced, we're not duplicating efforts that have already been not only funded, but have produced really remarkable products?

So, managing what we know and trying to get our arms around what we don't know, so that we can clearly leverage to the state's benefit, every opportunity, whether data collection, research opportunities or

1 otherwise, to do our jobs better.

As I mentioned FEMA, we work closely with FEMA and in fact, we are in joint field operations with FEMA right now, and our reduced role in your conference this week is a result of our engagement with tsunami disaster related activity.

So, we received the Presidential declaration this past April 8th, for the tsunami disaster, and the declaration has allowed the state to potentially receive additional mitigation assistance within this coming year, and well as receive recovery assistance for those public facilities and public agencies that suffered losses.

And again, partnerships with our state agencies and county agencies, too many to mention, but the point being, what you do is important to us, not because we see that you're not doing enough, but because we want more.

So, when we're talking about DART

buoys, the DART buoys are really important to us, because we need to know wave arrival times. The counties need to know who is going to sound their sirens and when.

We need to know if a wave is arriving in the wee hours of the morning, or during the business commute, because it affects when we evacuate, or when we -- when the counties sound their sirens for evacuation.

In the event of, you know, a catastrophic hurricane, we need to be able to have a comprehension for what kinds of losses will be suffered, relative to commercial structure, relative to economic impacts, because it helps us drive the kinds of assistance for which we're going to seek -- or for which we're going to submit requests.

Following the partnerships is just a quick preview, or review, of what we just saw here in Hawaii.

The images we saw in Japan were

horrific. We were really very fortunate in the state, to not have lost one life, for what we saw.

Hawaii has been really fortunate, because the last several tsunami warnings that we've been in, did not result in too much increase in wave height, or sea level.

We didn't have significant bores come in, until -- you know, at least within the last three, until this recent event on March 11th. So, you're looking at damage in one of our harbors, and I believe this is an assessment that was conducted with the DLNR staff then.

This is Kailua-Kona. If you get a chance to visit the pier area, this is in downtown Kailua, and the pier is a really critical part of community activities 24/7 almost, but most certainly, year-round, it's a gathering place, and it's also very visible, when you watch the Iron Man.

This is down in Napo'opo'o, so,

you may have seen the footage of the home that was sitting in the middle of the bay. This is not that home, out of respect for the family that lost the home. They've got a really -- their story is sad.

They built, knowing that they are in a flood way, but in Hawaii, our traditional practices do keep us next to the ocean. It's part of how many of us grow up, and my summers were spent living on the beach, because it's what we did, and it's not because we didn't have a home, but it's because it's what we do.

This could have been my family home, but it's not. This home is not livable and it has since, been razed, by the owners and by the small community, and they are going to rebuild.

This is along Ali'i Drive. So,

Ali'i Drive was featured quite frequently,

during the post-disaster imaging that you saw

on the media networks.

But again, no lives lost, a lot of

structural damage, and what you're doing at NOAA may help us better develop our building code, so, when we look at amendments, what kinds of amendments should be introduced and incorporated and adopted?

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When we're looking at evacuation routes, inundation modeling is very significant to us. Dr. Kwok Fai Cheung recently developed updated models for the State of Hawaii that resulted in updated evacuation maps. We're aware that teams that were recently deployed to Japan, some of whom are housed out of Hawaii, they went up as part of engineering assessment teams, and what they noticed, and spoke to, was the fact that we know the kind of water -- we can model for the kind of water that's coming in, but we might need to do a better job of modeling for the water that's coming back out, because it does wash back out, and the water that is rushing in is not just water, because as it bores on into the coastal areas, it takes with it,

1 structures, and the structures become

2 battering rams for anything in their pathways.

So, you do find persons entangled in demolished structures, because they were in the structures, the structures were destroyed. They become a part of that mass of water that continues to push its way through, and eventually, pushes its way back out.

So, that information, again, critical to us in emergency management, because what we can do to help people, we want to know what that is, so that we can do our jobs better.

This is the Kona Inn along Ali'i Drive. The marlin survived, go figure, and this last shot, kind of a bitter-sweet shot.

So, you know, it's a beautiful -well, the angle is a bit choppy, but it's a
beautiful -- the light is filtered just nice,
you've got the coconut trees, but this is a
few hours after the tsunami event of this
March.

So, you see some sunken coconut trees at the mouth there, which actually is not the mouth of that little inlet. It's the sandbar that was washed through.

Sorry, for the drama. Thank you for your time.

CHAIR WELCH: Okay, thank you, Ms. Johnson. Thanks to all the panelists. I'm sitting there, looking at a picture, I think the table I sat at, at the Kona Inn about two weeks before the tsunami was there.

I told this to the panel before, but my sister-in-law lives over on the Big
Island, and we were over there for her
wedding, and the yacht club that she got
married in, got completely smashed, too.

So, this is -- do you have any estimate, as to what you think the total property damage was for the tsunami?

MS. JOHNSON: You know, for residential property, we don't have a final figure, as yet. Our focus has been, as a

result of FEMA's engagement, for public structures, and primarily, boat harbors, some privately owned, and we are looking at just shy of \$10 million, relative to destroyed piers, ramps, and most certainly, the number of boats that were lost and sunken and are still under water.

We don't yet have a figure for, because we can't account for all of the marine vessels, yet, based on our assessments, and you may be able to speak better to it, or perhaps, Sam, you may have more updated figures.

MR. LEMMO: No, the \$10 million sounds correct, for the small boat harbor damage, not including the sunken boats.

That's just the boating facilities.

CHAIR WELCH: This isn't a question for the panelists, but I wonder how much the Federal Government spends in total, annually on tsunami prediction and preparation. I bet it's not too much.

I'm sitting here listening to the panel. Our group had a meeting a year ago, in Providence, Rhode Island, and we had one of our equivalent panelists come in and talk about a project in a community in Southern Maine, about trying to picture how different types of water level rise would affect that particular community, exactly what you're doing up at Kailua Bay.

And we ought -- if you haven't seen that, we ought to get the presentation, that that gentleman made, and I think you'd be very interested in comparing how you're going about your project and they're going about their project.

Then we had a gentleman from out in the Cape in Massachusetts, that came in and talked to us about the near-shore bathymetry gap.

So, you know, the temperature is different and the topography is different, but the issues are exactly the same.

1 So, maybe I've been on the panel 2 too long. Gary? MEMBER JEFFRESS: Gary Jeffress. 3 4 I've got a question for the entire panel. 5 As I recall, the Japanese earthquake generated tsunami, you got your 6 7 first warning on a Thursday night, about 10:00 8 p.m.? 9 MS. JOHNSON: It was actually earlier than that. 10 MEMBER JEFFRESS: Earlier than 11 12 that? 13 LT. CMDR. GRANQUIST: Roughly just 14 after eight o'clock, 8:00 p.m.

MEMBER JEFFRESS: Okay, 8:00 p.m., and the first wave actually about 3:00 a.m. in the morning.

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I was wondering if you could walk us through what actually happens, from the time you get your first indication that there is a tsunami warning, and when actually, the wave hits? That is what, seven hours you have

1 there, right?

What happens in that seven hours?

3 MS. JOHNSON: I'll go ahead and 4 stab at it, first.

perspective, we immediately go into heightened alert, and we have teams that report into the emergency operations center, and the next several hours are then, a coordination with each of the counties, to identify sounding the sirens.

So, in the case of a three o'clock wave arrival, a determination was made very early on, that waves would have to sound earlier than closer to the wave, because of the time of day.

So, rather than rousing folks from their beds and having that level of disorientation affect their ability to react appropriately and properly, sirens were sounded earlier, and we started sounding, I've got to go back to the records, but -- yes, I

think we started sounding them shortly after ten o'clock or so, and each county will them make a determination as to exactly when they sound their sirens, based on estimated wave arrivals.

The State Civil Defense then works with -- again, continues to work with each of the counties, to coordinate evacuations.

We've got the Governor in-house, as well as the Lieutenant Governor, and we then start bringing our Civil Defense Coordinators from each of our partner agencies, including Coast Guard.

Coast Guard is actually co-located with us, because they are a critical partner.

We've got boats that are in harms' way and a lot of residents, who live on boats.

So, for our activities, we were essentially coordinating the sounding of the sirens. We are coordinating the evacuations of persons at risk, only persons at risk, so unlike hurricanes, not the entire island is in

jeopardy, just those who inhabit the coastal areas.

And each of our partner agencies, whether state or county, then take on their appropriate roles, to exercise the necessary authorities, based on what they're required to do.

We remained in activation, through the duration of that morning and we -- the counties issued their all-clears for terrestrial, at about 11:00, and we still had some folks on boats, who should have stayed out, but had started coming on in, and I'll just go ahead and pass that on.

LT. CMDR. GRANQUIST: Sure, thank you. For the Coast Guard, we enact various measures, especially on the commercial side, when it comes to commercial vessels, as well as facilities.

They already have plans in place, so with Captain of the Port Authority, we start going through a number of phases.

For this particular event, we basically, did not have the information to know exactly what we were going to get, in the morning, and based on the nighttime operations, we basically cleared the ports, battened down the hatches that we could, while giving enough time to the personnel doing all of that, time to get out of the area, out of the flood zone, and we did it pretty efficiently.

We had the harbors, commercial harbors cleared by 2:30, well before the 3:00, and 3:30 a.m. is when the first wave -- waves started hitting.

On the recreational side of the house, it's more of a recommendation. We do have some authorities for special circumstances, called special orders, under 33 CFR 160.111, where we can order vessels in and out of harbors, depending on emergencies, such as the tsunami was.

So, we started partnering with the

harbor masters of the numerous -- I honestly don't know how many recreational harbors we have, but we partnered with all of them, at some point, whether it was via state or county personnel, and started giving our recommendations, that if you can get out into open waters, that's the safest, or pull your boat out of the water, and then battened down your hatches and get out of the flood zones, to protect your own life and family, and that is how we did it.

Then on the reverse side, we waited again, and my presentation, I thanked the weather service. We do rely on you greatly, to give us the information, so we can start making informed decisions on when we can get things back in order.

And we did partner up, we worked hand-in-hand with the Civil Defense, DOT Harbors and other agencies, and as the weather information was coming in, we started making plans and preparations to restore operations

1 and get things back to normal. Thank you. 2 MEMBER MILLER: What percentage of the recreational boats would you estimate left 3 the harbors during this -- the last tsunami? 4 5 I mean, just a rough estimate. MR. McFARLAND: I can't tell you 6 7 the percent. I'm Bob McFarland. I'm the 8 Deputy Sector --9 COURT REPORTER: Can you use the microphone, please? 10 11 CHAIR WELCH: Yes, can you come up to our microphone, Mr. McFarland? 12 13 MR. McFARLAND: I'm Bob McFarland. 14 I'm the Deputy Sector Commander here in Honolulu, also marine affairs graduate at the 15 University of Rhode Island. 16 17 But I have to tell you that, you 18 know, when it comes to the recreational 19 boaters, it's a very difficult thing to deal

> Neal R. Gross & Co., Inc. 202-234-4433

them to leave, but I can tell you that

We can make those recommendations

with, and this is why.

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most of them probably can't operate their

boats, very well, and the ones that can,

probably don't leave with -- equipped to

sustain a couple of days out at sea, which

indicates, this is what happened, and not all

of them are really good operators, and

probably, more of a hazard, as they get

underway, than anything else.

Many of these recreational boaters, particularly in some of the harbors here, are live-aboards and their boats don't even operate.

So, it makes it really difficult for the recreational boaters. I think in the end, we've learned that we have just have to do a better job of doing outreach.

From the Coast Guard's

perspective, we know how to communicate with

the commercial industry, extremely well. We

have regular meetings with them. We have

their phone numbers on our phones, all the key

people and Matson or Horizon, State DOT

1 Harbors.

So, we can get that part rolling really, really well, and in this case, it did work out well, but I have to tell you, we know that the recreational boating community is going to be a problem.

You did hear Mr. Bond talk about some of the work that HOST is doing, and that's really one of focuses with HOST right now, is to try to do a better job of reaching out to them, working also with our state partners, to try to educate, along with our Coast Guard affiliate folks, and get out there and really do a better job of educating, not only in terms of safe boating, how to have a good safe boat and how to operate safely, but what are some of these issues that we have to deal with here in Hawaii, that people should be concerned about?

I really wish they just would have pulled their boats out of the water, but that's not the case for everybody. They can't

do that, you know, then you also have to remember that this was happening at two or three o'clock in the morning. Very difficult for people to kind of get their where-with-all of what's going on, and what does this mean to me? Thank you.

CHAIR WELCH: Susan?

MEMBER SHINGLEDECKER: Susan

Shingledecker with Boat U.S., and first, I

want to thank the Coast Guard for the amazing

services you provide to all mariners,

especially recreational boaters.

The Boat U.S. Foundation has a great relationship with the Coast Guard Office of Boating Safety, as well as the search and rescue folks. I appreciate your comments on the recreational boaters preparedness.

We offer a free online boating safety course. I believe it is approved in Hawaii, but I will double-check that, and we do have state specific information in that course, and could easily tailor it to include

tsunami preparedness for recreational boaters in Hawaii, and just pure education.

You need to be prepared, to be able to leave harbor at a moments notice, and it could be in the middle of the night, and you need to be prepared to be out there for a couple of days.

So, I will certainly take that back to our folks, that design our course, and specifically, the state specific information.

I had a couple of other questions, while I have the microphone.

With regard to your comments on communicating with recreational vessels while they're out there, we did receive a grant from the Coast Guard Office of Boating Safety, and have developed DSC, digital select calling radio tutorial, for recreational boaters.

For those of you that don't know, DSC radio technology is an enhanced VHF and it provides some identification information for the vessel that it is on.

We do make that training available on our website. It's also available on DVD and I know, a number of Coast Guard Auxiliary groups and other groups who have taken that training out to boaters.

So, I know they can sometimes be hard to get a hold of, when they want to turn that radio off, but at least when they do have it on and if they are communicating with it, we are trying to encourage them towards that newer technology, so that it's a little bit -- we have a little more information about who is out there.

And then lastly, I have a question for Adam. You had said, regarding tsunami preparedness, you mentioned small boat harbors and recreational boaters.

I was wondering, I mean, I've been astonished at the infrastructure here in Hawaii, for recreational boaters, and as a company that insures boats, I mean, I wouldn't want a boat in many of these recreational

1 harbors.

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I can see how easily recreational boats become a hazard, in any extreme weather event, because I don't know how you could properly secure boats in the harbors that I saw.

Did you have specific recommendations, regarding that?

MR. STEIN: No, I think my specific recommendation would be to support or engage in dialog with many of the local and state level and county level folks that -- and probably, through Robin Bond of the Hawaii Ocean Safety Team, do a great job of coordinating many of these stakeholders, and they have identified a set of recommendations, in which they're going to be looking for agencies and organizations, such as yourself, to support.

And I would also advocate, for this panel to -- again, I'm reiterating a comment I made in my presentation, but in

terms of tsunamis specifically, engagement with the national tsunami hazard mitigation program.

As Don mentioned, it's the state focal point for that program. The Federal Government does provide grant funding for states, counties, organizations such as yourself, to develop and support tsunami preparedness planning for local jurisdictions, Port Authorities, and you know, specific sectors, such as recreational boaters.

So, I think it is a -- also, as many programs, is an under-funded program.

So, I think the partnership and leveraging opportunities between HSRP and the NTHMP could be beneficial.

MEMBER SHINGLEDECKER: Thank you.

CHAIR WELCH: Okay, Joyce, and

then we'll go to Scott.

MEMBER MILLER: I had owned a boat in Hawaii since 1976, and in 1976, I was told, "Oh, we're due for another tsunami." The last

one had been in 1964, and that and hurricanes are very periodic problems, and new generations of boaters, if they've never seen a hurricane, or they've never seen the effects of tsunami, it kind of fades away, too.

And so, I guess one -- you know, in the state thing, it's difficult to keep something in the minds eye, as you -- you know, I finally got to evacuate my boat, some 20 years later, in the tsunami a couple years ago, but because I was in, you know -- I was more in that field, I understood what a tsunami could do.

But the tsunami a couple of years ago, the boaters had no idea. They also had no idea of what the hurricanes could do to them. They didn't even know to take their sails down, or to take their sails off the boats.

CHAIR WELCH: Really?

MEMBER MILLER: Yes, so, I just

would add that, you know, an element in the

state wide preparedness has to be somehow, keeping these periodic events in front of people, so they -- because they forget, and they don't know.

5 CHAIR WELCH: Thank. Scott 6 Perkins?

MEMBER PERKINS: Great, thank you, Chairman. John, I want to compliment you on the four specific and spot-on recommendations you made, you know, on the close of your remark.

You know, the one that caught my attention the most was your recommendation number four, on data sharing with the Department of Defense, and while I've been sitting here, I kind of looked back at some of the prior panel recommendations that have been made by previous HSRP panels, and then looking back at the Hydrographic Services Improvement Act, you know, the basis that put this panel in place.

And one of the things in HSIA was

-- is in there, is maintain a national database of data with other Federal agencies.

Well, and I think your bullet
point number four hits that on the head. We
haven't accomplished the task there, right,
because if you're having to use your friendly
networks, right, to get that data that's
already been collected by other Federal
agencies, and HSIA legislation speaks to that,
in a prior Hydrographic Services Review Panel
put it on recommendation list, I apologize
that we haven't done better on that, and I
hope the Chairman and Captain Lowell will take
that item number four, that John put on there,
seriously.

I recommend that we form a subcommittee to start looking at data sharing, cooperative missions and partnering, in exploring full utilization of commercial and other sources, to help solve this problem, because the notes I've just researched while sitting here go back to 2005.

So, again, my apology on that, and greatly appreciate the specificity, I didn't pronounce that right, but I appreciate the detail of your bullet points. 4

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DR. ROONEY: Yes, thank you. I mean, I'm sure with the Department of Defense, there are -- you know, there are real or perceived security issues there.

But you know, we hear again and again, of duplicate surveys, and you know, obviously, the security concerns.

MEMBER PERKINS: Right, we've solved that. There is a critical infrastructure program out there in the agencies, and private sector contractors can get approval to participate in it.

I mean, that problem has been addressed. I won't say that it's been solved, but you know, I think we can certainly make a good recommendation for how to improve that.

I have a follow up question for Sam. You mentioned that your group is

responsible for the permitting of the proposed wind farms, and I'm just curious, how many new wind farms have -- you know, have been requested in this area, and then how are you approaching that task of marine spatial planning or coastal and marine spatial planning with those requests, and in the process of how you give them a thumbs-up or a thumbs-down?

MR. LEMMO: Thank you, that's a good question, and also, listening to these comments about the small boat harbors, because that's part of my department's function, I'm taking notes.

The wind farm issue is -- we have no -- at this point, we have no marine wind farms. Everything is terrestrial. There has been a couple of wind farms in operation on the Big Island of Hawaii for some time, smaller type wind farms.

About 10 years ago, a company came in, GE, and that all changed. Actually, it

was Enron and GE, and then someone else, and now, it's Kaheawa Pastures, and they built a wind farm at Maalaea, Maui, up on the ridge, a 20 mega-watt wind farm.

They've now, gotten approval to build another 20 or 30 mega-watts of capacity for that wind farm. There is a wind farm that has been built, or is nearing completion, up on the North Shore of this island, and there is another wind farm being planned for that area of the North Shore of Oahu, and there is another big wind farm being planned for another area on Maui.

So, you know, terrestrial wind farm growth is really happening here at this point.

With respect to marine coastal planning, I understand there is a directive in the Federal law or the Federal act, I'm not sure what the -- I can't recall what the name of it is, that has a -- directs regions to do spatial, coastal spatial planning.

And I am very much interested in ocean spatial planning, and I'm trying to talk to these stakeholders as much as possible, about a process by which we could do ocean spatial planning here.

I know there are people working on it, at this time. I'm not sure -- my agency is not anything in that area. It's kind of being handled by other entities, but I want to be a part of it, because we have to -- we do need to consider zones of use in our marine areas for ocean energy, whether it's wind, wave or other means, and also, for things like open ocean fish farms.

We have to account for maritime activities, commercial fishing, boating, and I'm kind of -- you know, I'm an open book on that, and I'm kind of just waiting for something to happen, that we can all be part of.

Someone else in the room may have something more encouraging to say about that,

1 locally.

DR. ROONEY: One thing I could add, in the summer of 2009, we were engaged, at the request of the University of Hawaii, in doing some offshore surveying for cable routes to bring wind power from the outer islands to Oahu.

That was a result of stimulus money. It was run through the Department of Business and Economic Development and Tourism, and I'm not honestly sure where that project is today, but certainly, surveys were done to optimize cable routes.

CHAIR WELCH: David, just before I recognize you, we're getting a little far afield here, but regarding the terrestrial wind farm question, does anybody know anything about that derelict wind farm down in South Point, on the Big Island -- and perhaps more important, is there anything in the permits, on all of these new wind farms, that talks about people's responsibility if for whatever

reason a new wind farm is discontinued?

MR. LEMMO: Yes, I remember that wind farm, because you go down there and half of the rotors aren't turning and there is like grease and oil leaking, you know.

CHAIR WELCH: They sort of look
like the wind farm equivalent of Susan's small
boat harbors.

MR. LEMMO: Yes, but and yes, he mentioned -- John mentioned the undersea cable. That's -- I didn't mention it, because that's kind of further down the road.

There is a big concept planned -concept -- wind farm concept being considered
for Lanai and Molokai, very controversial.
They would deliver energy to the island of
Oahu, very controversial project.

You know, it's Rupert Murdoch,
Lanai, Castle & Cooke, but any wind farm that
gets approved now, in our state, especially if
it's on public land, state land, they have to
get a lease from us and they have to give us

securities and bonds, so that if the farm does become discontinued -- decommissioned, and if the purveyor doesn't decommission it, then we have funds from the bond to go and do it ourselves.

So, there is no problem with derelict wind farms being left out in the land.

CHAIR WELCH: Okay, well, because we sort of took a little turn away from the mandate of the panel here, but it -- David?

MEMBER JAY: Yes, David Jay. So, your presentation here on the effects of the tsunami, you've got me thinking -- and this is -- I guess, a question for your insights, as well as perhaps, people more knowledgeable than I am on the panel here.

Our West Coast situation is, we're likely to have a tsunami, not you know, eight hours later. We're likely to have the big one, as Japan did, 10 to 30 minutes after, you know, the event, and this time, mostly, in the

small boat harbors, commercial navigation was well prepared and got out of the way of it.

How do you move, you know, 11 -
I'm thinking of up on the river, 11 ships may

be in the lower -- maybe more down there. You

can't -- I mean, there are all sorts of

problems and you can go down the coast, in San

Francisco, they had a lot of problems, they've

just got a whole lot of ships in there, all of

them, and there are fishing boats that need to

get out, too.

Is anybody prepared to manage the chaos that will result, and are there plans in place to deal with this?

LT. CMDR. GRANQUIST: I'll field that one. Unlike here, there are vessel traffic systems on the mainland. They have contingency plans for just such an event, especially for California, because of the earthquake, a pretense for earthquake.

So, they have a set systematic roll-call, if you will, for every vessel

1 that's working in the harbor at that time.

So, unlike here, they're already set two, three steps ahead of us with that vessel traffic system, as well as the vessels that normally visit, especially the larger ones, that can actually fit into those harbors, and don't come here.

So, there are plans in place.

They usually range from the larger vessels to the smaller vessels, simply because the last thing you want, if you had to weigh the option, is a fully-loaded tanker up on the ground, vice a small fishing vessel.

So, that's one step that they've - actually, several steps ahead of us, than we
have here.

MEMBER JAY: I wonder, though, you know, in terms of each individual vessel has its plan, and they may have done some prioritization, but, you know, when all of those individual vessels try to execute their plan, has that been thought out well enough,

that -- you know, is actually possible for

them to do it, and I always go back to my home

situation, the Columbia River. We don't have

the vessel traffic safety commission -- or

system, and we've got situations, like the bar

may be closed, and the plan may be to go to

sea, but if the bar is closed, is that what

you want?

MR. McFARLAND: Any of these large ships, it takes a lot longer than 10 minutes to get underway. They may be in the middle of cargo operations, and they just can't -- and I'll be honest with you, in a situation, if we had something that happened off the Big Island, that we had to respond to, we're all just going for high ground, and then it's a matter of figuring out what the damage is and how to fix that.

So, that's kind of where we and the Coast Guard focus our efforts, in a situation like that, that it's unavoidable.

We focus on what is it that we have to do to

reconstitute the Port, and we have a whole team that we set up, in our organization, to reconstitute the Port, to figure out what is the damage that's been done? What are the things that we need to get going, very quickly, and how do we get shipping going as soon as possible? And that includes looking at Pearl Harbor as an alternate port for us to do cargo operations, if the Port of Honolulu had been closed. And we are working with the U.S. Navy to do that, and that's a huge step, for them to say, "Yes, come on over and check out some of our facilities."

And now, it's not going to be easy, and we know it's going to be a huge, huge project, to try to off-load those containers one at a time, but really, that is going to be the issue, because I don't think in 10 minutes, you're going to get any -- even the barge traffic, out of here in 10 minutes. It's not going to happen.

So, you really can't look at, what

are you going to do for the Port and
everything? It's really getting everybody to
high ground, so, you -- everybody can survive
and really deal with that situation.

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MR. STEIN: I'd make one comment, and then -- that the 10 minutes or the 30 minutes that you have, you have to respond is not the time to be making these decisions.

It's beforehand, in terms of preparedness planning, which is based on qualitative and quantitative risk assessment, which in many cases, has not been completed.

The recent National Academies report, which looked at the U.S. Tsunami Program, was very critical for the lack of national tsunami risk assessment.

I would also say that I'm sure that risk assessments have not been done in many sectors, including the maritime industry.

There are things that port authorities in smaller harbors and others can do beforehand, in terms of not only education,

but the way you design and invest capital improvements in the facility, so that when that 10 or 30 minute tsunami does happen, although it's unlikely and infrequent, the destruction or the damage is -- has been reduced, because of those actions you've taken.

A good example, in Honolulu

Harbor, is FEMA was able to get some money for some back-up generators to keep out on the water front in the case that the power goes down and they're able to still do some level of operations.

So, there are things like that that can be done way ahead of time to prepare for those events.

CHAIR WELCH: Okay, did -- yes,

18 Lawson?

MEMBER BRIGHAM: Just a quick question, a very specific one for the Coast Guard.

The assets you have, like the buoy

tenders that go around, they are your responsibility. Are they outfitted with the sensors to do oceanographic observations?

LT. CMDR. GRANQUIST: No, they're not, but they can be.

MEMBER BRIGHAM: The issue for the panel, of course, is that the -- at least from my perspective -- the whole federal inventory, even the gray hulls, if we're going to have observation systems and spend a lot of money in that, we've got to take advantage of all of -- at least, the federal ships, maybe even the contract vessels, to input oceanographic information, at least surface temperature, or whatever, salinity, to the observational -- the ocean observation systems, I would argue.

CHAIR WELCH: Okay, Michele?

MEMBER DIONNE: Yes, I was going to move from the sort of shipping issues, back to the conservation and near-shore gap issues, for a moment.

Mr. Lemmo, is there some -- I'm

assuming there is -- some sort of recent economic analysis of the value of the beaches to the Hawaiian economy?

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MR. LEMMO: There is a report completed last year -- the year before last, on the economic value of Waikiki Beach.

It was estimated that the beach -- without the beach, we would lose possibly \$2 billion a year in revenue.

MEMBER DIONNE: That sort of information would be very helpful to the panel. Certainly, I think you could connect the dots between the need for near-shore bathymetry, good information about tidal currents, your innundation modeling, and understanding sediment budgets, and where beaches are going to erode and accrete, and making a point about the economic value of the beaches, and being able to better understand how to manage them, with the added information from hydrographic services on near-shore bathymetry and tidal currents could make sort

of a compelling argument, and we should think about that as we deliberate about where we're going with our request to NOAA.

MEMBER BRIGHAM: Thank you, I appreciate that.

CHAIR WELCH: Gary?

MEMBER JEFFRESS: I believe Dawn mentioned the need for models of how to better look at what the currents are going to be associated with a tsunami, is that right?

MS. JOHNSON: Not as far as for the -- not as far as currents. We are interested, from the perspective of debris accumulation, such that we can identify any areas that emergency debris removal is required, but in terms of life safety and property, I believe we may be more in the purview of the Lieutenant Commander.

LT. CMDR. GRANQUIST: Yes, that type of data would definitely help out in the search and rescue, so that we can do better plots, to find the person sooner, as well as

for risk assessment, before and after, most 1 certainly after an incident has happened. 2 3 So, that data is definitely premier, for us. 4 5 CHAIR WELCH: Gary, if I could. Lieutenant Commander, could you maybe spend 6 7 just a quick moment describing how you do a 8 matrix and a grid on the search and rescue, 9 and then sort of say how -- so, this is how 10 the tidal information and other types of stuff the help us do a better job --11 12 LT. CMDR. GRANQUIST: Sure. 13 CHAIR WELCH: -- because I'm not sure everybody knows, how you figure out where 14 15 you deploy your search and rescue assets. 16 LT. CMDR. GRANQUIST: Yes, it's 17 all time-based, primarily, and the data 18 supplements that. 19

So, typically for a search and rescue case, we get a call or an EPIRB goes off, and we can generally locate it, okay.

Depending on the time that it

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takes for us to get there, we take that time model and we gauge it against all of the data that we have, the currents, the tides, the wind, that, depending on how much we know about this vessel, or person in the water, can get blown, moved, tossed about, and then we will take a chart and we will lay our, again, depending on how big a grid we need, which is time-based, onto that chart, and then that's where we start searching first, is where we think they're going to be when we finally get there.

So, tides, currents, winds, weather is optimal, because there -- you know, nothing just is stationary, especially in the waters around here in Hawaii, and we need that data to help us facilitate our search and rescue.

MR. McFARLAND: I can add to that a little bit. We have a computer model called SAROPS, and SAROPS takes that information that we have on currents, wind and tides and

1 incorporates that.

was located in this particular location,
whether it's a person in the water, 20-feet
vessel, 50-foot vessel, whatever it is, then
SAROPS takes all that into consideration,
based on the surface currents, not anything
below, all the surface currents and the winds,
and it will give us the probability of
location, like little ducks that you throw out
in the water.

And then, so, we see where all those little probabilities are, and where they're clustered, that's where we start our SAR operations and do our patterns, whether we're doing papa sierra patterns or we're doing some kind of effective pattern for crossing over.

So, the information that we get on currents is very important to plug into that model, and we can pull up those probabilities in a matter of minutes, to -- before the

aircraft is even launched, we know where we want them to search.

MEMBER MILLER: Follow-up question. How adequate are the current models that you have at this point?

The pilots and Matson were talking about the need for better current data, and so how adequate are the models that the Coast Guard has?

MR. McFARLAND: Most of the currents that we're dealing with are all the currents affected right along the coastal region. So, I think some of the stuff that Matson might be looking at is a little bit more offshore, to kind of make it more efficient for them to make their transits.

So, I think in terms of what's going on off the coastal region, it's pretty good. But I think one of the things that we did not anticipate, and that's with the tsunami, is how long it was going to take us to open up Maui, because there was all kinds

of reflective action going on wrapping around all the islands, and we were opening up the Big Island and we were opening up, you know, Oahu, but there was still a lot of surging going on.

So, I think in terms of how I'm seeing a lot of what's going on, I'd like to see what the models were showing, why that took so long, and I would imagine a lot of it has to do with the demographics of the bottom of the sea floor.

CHAIR WELCH: Michele, did you have a question?

MEMBER DIONNE: Yes, just a point of information. Do you have real-time data streams going into those models, for surface currents? I'm sure there a several --

MR. McFARLAND: No, they're not real-time.

20 MEMBER DIONNE: Okay.

MR. McFARLAND: They're all

entered in. So, that's why if we had better

models -real-time would be fantastic, but

that's a lot of data pulls throughout the

whole area, to try to figure out where you're

going to get those currents from, but to

update them would be --

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MEMBER DIONNE: I mean, I was just wondering what the data sources would be, around Hawaii. Just buoys? There is no -- I know there is radar that you can use for surface currents.

MR. McFARLAND: Well, currently, it's just historic data that's plugged into the model.

MEMBER DIONNE: Okay.

CHAIR WELCH: Gary?

MEMBER JEFFRESS: Yes,

particularly the tsunami, there is just no data to drive the model, because the forces are so radical and there is no instrumentation to measure it.

MR. McFARLAND: Yes.

MEMBER JEFFRESS: But we have this

seven hour opportunity to get some instrumentation in the water, if there is a tsunami on the horizon, right?

I work with a colleague in Florida a few years ago who got a grant from the National Science Foundation to do that very thing in the event of hurricane in Florida, and he developed some instruments that you could drop from a helicopter to measure currents and water elevation using pressure.

And so, he actually got funding for helicopter time and went out in front of a hurricane and dropped these things in the water, and then after the hurricane is gone, goes back in the boat, puts an acoustic signal in the water, and these things pop up. The technology is there.

So, we could do something in preparation for a tsunami next time, because it's just way too expensive to put in an instrument, thinking that a tsunami might happen in the next 10 years or so.

So, that sort of technology could
be used to much improve modeling.

DR. MARRA: You'd get the real-

DR. MARRA: You'd get the realtime signal that way.

5 MEMBER JEFFRESS: No, it stored 6 the data and -- and then it --

MR. EDWING: And then it is improving the model for the next one.

MEMBER JEFFRESS: Exactly.

10 CHAIR WELCH: Other comments?

11 Yes, please. Please identify yourself.

DR. MARRA: I'm sorry, I'm John

13 Marra. I'm with NOAA Regional Climate

14 Services.

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There is work being done by

Professor Ian Robertson at the University of

Hawaii, and I think he actually is doing -- in

this context specifically, they've been funded

to go look at the Japanese event, and the

result of the significant amount of videos,

coupled with the ability to work out forces on

the structures, that is exactly what they're

tackling, basically, what's the current speeds

2 and the forces in the tsunami.

So, it's a real -- that work is in progress.

5 CHAIR WELCH: Okay, John.

MR. STEIN: I could add to that,

7 just if I could.

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CHAIR WELCH: Please.

MR. STEIN: I spoke with Ian this week to let him know about this opportunity, and he has recently gotten back from Japan and he's an engineer and has identified a number of design alternatives for piers and harbors, which he feels would strongly reduce their vulnerability from some of the strong currents that they saw within -- in Japan.

I'm sure he'll be publishing some excellent research and some guidance for future design considerations. So, it's certainly -- there certainly is some work being done. Thanks, John.

CHAIR WELCH: We're going to need

to probably wrap this panel up, so we can stay
on schedule.

But Lieutenant Commander, on the vessel that grounded on the coral over at Barber's Point, was that Cape Flaherty? Was that the name of the vessel?

LT. CMDR. GRANQUIST: No, that was the Vogetrader. It happened February 2010.

Basically, what happened was a number of mitigating factors, one of which was not the tide. However, the tide was in question on which way it was going, because on that side of the island, we do get cross currents, and for a vessel that large, especially with the winds, if they go in a different direction, you really have no idea where the vessel is going to head, depending on how fast you're going.

CHAIR WELCH: Do you have any estimate yet, as to the response costs and the remediation costs of that incident?

LT. CMDR. GRANQUIST: We had to

up pretty well, including the rock.

I do not have the cost estimates of the coral that was damaged. That's at the state level.

CHAIR WELCH: Okay, thank you.

Any last comments or questions from the panelists -- from the HSRP folks?

Okay, all right, then -- yes, go ahead, please, come to the microphone.

DR. PARKE: My name is Michael

Parke. I'm with the Pacific Island Fisheries

Science Center, and I just wanted to make one comment.

CHAIR WELCH: Please do.

DR. PARKE: This follows along with John's presentation, regarding the coastal marine spatial planning.

A couple of months ago, there was some chatter from the Hydrographic Survey

Office about removing some of the biological sampling data fields, because they do grab

sampling with their bathymetry sampling often, normally, and they were going to concatenate some of those fields to provide less information.

For the purposes of marine spatial planning and any kind of habitat analysis from a biological perspective, we would strongly encourage the panel to recommend that they do not do that, and to expand rather than concatenate any of their sampling fields, because the more information you can provide, given the fact that budgets are shrinking, the more information you can provide on the biological aspects of the surveys, it's going to enhance our whole work flow. Thank you.

CHAIR WELCH: Well, you've added to the vocabulary of HSRP with concatenate.

I do know what it means. We just haven't heard it before.

Are there any of the NOAA folks here, that know anything that might respond to that?

CAPT. LOWELL: I do know they're look into more efficient logging of the bottom samples that we take on a routine basis, during a normal hydrographic survey.

I don't believe there is typically a lot of biological information. Usually, it's the type of, you know, consistency and, you know, it was gravel, sand, that kind of stuff.

I didn't realize they were cutting outfields. I thought it was simply just a more efficient way to collect and log the data in a consistent manner, that would be useful, you know.

DR. PARKE: Yes, well, our concern was that in the sake of efficiency, you'd actually be losing information.

CAPT. LOWELL: Yes.

DR. PARKE: Because the fine detail is actually very important.

We're often stuck with using geological surveys to make the biological

guesses, and if you, in the name of
efficiency, only give us a brief description,
as opposed to a description that was three or
four fields with more and more detail in each
of those fields, then that provides us much
less information on which to make our
surrogate calculations.

CAPT. LOWELL: I might also mention that we have a program going on, up at UNH, at our Joint Hydrographic Center up there, where we're trying to look at putting together standardized procedures, when we collect backscatter information, that could be run through these, you know, automated programs to extract much more high resolution differences in the bottom, and the intent was, of course, is using the bottom sample to help ground truth that back-scatter information, to really provide considerably more data to the end users.

Now, I don't know -- and maybe this is a question for John, and we kind of

talked about, you know, is one person's

habitat map the same as somebody -- as another

person's habitat map?

You know, we're not biologists.

All we're trying to do is come up with a standardized way to have our employees out there collect data in a standard process, so that standard outputs can be created from them, not necessarily, meet everybody's need, but just have some baseline of information.

CHAIR WELCH: If I might make a suggestion or a request, if you could summarize your concern or thoughts in a page or two, and get it to us, we can get it to the agency folks, and perhaps, you all can --

DR. PARKE: No problem.

CHAIR WELCH: -- can work out,

directly.

CAPT. LOWELL: Yes, give me your card. But can John answer that question, or -

DR. ROONEY: Well, certainly, as

we talked about earlier, there is a huge difference into what benthic habitat means, to different folks, you know, inside and outside the mapping community.

But you know, I think Michael's point is well taken, that sedimentological information, grain size, and you know, all those standard parameters that are usually measured in trying to characterize sediment is highly useful for trying to predict biological distributions and manage our resources.

So, it may show up differently in different habitat mapping schemes, but you know, it's something you encourage, trying to maintain those data.

CHAIR WELCH: Okay, well, I think at this point, the panel would like to thank all five participants here on our hazards, management and coastal stakeholders. So, thanks very much, for your participation.

We look forward in being in further communication with you. If you have

further suggestions, please let us know, and we'll enjoy continuing the relationship.

Thanks, again.

We have a 15 minute break scheduled, so, let's get back at 11: 15 a.m.

(Whereupon, the above-entitled matter went off the record 11:02 a.m. and

resumed at 11:30 a.m.)

CHAIR WELCH: Okay, I think if we can resume? Kayla, you all okay? All right, well, we've been hearing, for the last three days, everybody's problems could be solved with a little bit better budget.

So, now, we're going to have Paul Bradley tell us how that can be accomplished. Paul, the floor is yours.

MR. BRADLEY: Hi, everyone. I think most of you know me. For the lingering other folks, I'm Paul Bradley. I work in the National Ocean Service Management and Budget Office in Policy, Planning and Analysis Division, and to tell you a little bit about

PPAD, we're split between some budget folks and some policy folks.

I'm a policy guy, but I know enough about the budget process, I guess, to be dangerous, as the saying goes.

And so, with a little input from my budget colleagues, I threw together just a quick Budget 101 overview.

From folks that were at the March orientation there was some general interest in just getting to know a little bit more about how the budget process works, from formulation within NOAA, to Congressional appropriations, and I'm sure some of you are quite familiar with that. Ed could probably go out and have coffee and come back a little while.

So, I think it would help the panel to just be familiar with the reality of the budget process and how the cycle works, so that recommendations you make can be tailored to that process, and understand the realities of it, and how strategically you can make

those recommendations to fit into the budget process and the cycle.

So, I also -- I don't expect to take too long on the budget and appropriations side. I also want to take an opportunity to just highlight the couple of legislative issues that are facing the Navigation Services side of NOAA, and then also some policy opportunities within the administration, and then the outreach opportunities that we're looking at for some of our key constituents, both within the administration, with Congress, and then externally, as well.

So, the key players for the budget process -- within NOAA, you've got line offices, and I'll show you the organizational chart, in a minute, for those who haven't seen it before -- and then there is also the NOAA Budget Office, the headquarters office that coordinates the budget for the agency.

NOAA is an agency within the Department of Commerce, so, the Department of

Commerce has their own budget office, and then they feed up into the Office of Management and Budget, which is part of the White House, and you know, their role, essentially, is to develop and submit the President's budget request, annually to Congress, amongst other jobs that they do on the management side of the house.

Then within Congress you have budget committees that determine the overall budget numbers for federal spending, and you have appropriations committees that develop sort of the nuts and bolts of what the budget looks like, and subcommittees that develop the detailed, line item by line item version of the federal spending plan.

So, as I say, here is the NOAA organizational chart. Certainly, you don't -- I wouldn't expect you to be able to read what's on there, but the point is that we have these -- we have the line office, here at the bottom.

If you're not familiar with it, it's fisheries, ocean service, the satellite folks, oceanic and atmospheric research, weather service and then program planning and integration.

Then within the headquarters, you have the NOAA Budget Office. That is where they're located, and then again, that feeds up into the Department of Commerce Budget Office and OMB.

Feel free to interrupt me with questions.

So, the NOAA budget process, something that I think folks don't realize is that it starts -- you know, at least 18 months and up to two years, before the fiscal year actually starts, and it -- as Ed pointed out earlier, the fiscal year starts October 1st.

So, it takes a while to actually develop this and vet it through the administration and get it up to the Hill, and then for Congress to do their thing.

In developing the budget, we draw upon some of the agencies strategic documents and things you've probably heard reference to the next generation strategic plan, annual guidance memorandum. These are some strategic agency documents to guide the agencies direction and how they're going to make investments in -- to achieve the agencies priorities.

The budget process has three steps to it. First is getting it up to Department of Commerce, and they have their whack at it, and I suppose rather than iterations, you might call it rings of fire.

The second one is Office of

Management and Budget, making presentation to

them. They have their whack at it, and then

Congress.

And so, at each step, NOAA goes up, initially, it might be the line office, itself, National Ocean Service, going up to the Department of Commerce and making a

presentation, and describe what the budget

proposal includes, and then, you know, NOAA

goes back up to OMB and makes a presentation,

and NOAA goes to the Hill and makes a

presentation and defends the budget at

Congressional hearings.

MEMBER DIONNE: I have a question.

MR. BRADLEY: Yes.

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MEMBER DIONNE: You have the President's budget in parenthesis, I mean, is that part of the -- how does that evolve? Is that separate from the Congressional budget process?

MR. BRADLEY: Yes, we'll get to that.

MEMBER DIONNE: All right.

MR. BRADLEY: So, Department of Commerce budget submission.

So, the NOAA budget starts with -in January and February, now, this is just any
-- you know, any given calendar year, January
and February, we start developing an out-year,

and we'll get to the details of how far out of the year we're developing this budget for.

So, in January and February, you start developing, within a line office, the budget for that line.

So, that National Ocean Service, we start developing our budget in January and February, and we get that ready to submit to the NOAA Budget Office.

In March and April, we've given
the NOAA Budget Office our line -- line
office, our NOS budget and they review it,
they -- the NOAA Chief Financial Officer has
some discussions with the Under-Secretary, the
NOAA Administrator, Dr. Lubchenco, and makes
recommendations as to what should be included
and what shouldn't be, what can we work more
on, you know, how can we tweak this, so that
it matches the agencies goals?

And the Under-Secretary finalizes the budget decisions and it's made ready for the Department of Commerce.

After that, we submit -- actually, submit the budget to Department of Commerce, in the May to June time frame. DoC reviews it, analyzes it and then gives us some feedback on it, and also, a presentation for us, and they ask us a bunch of questions that we have to -- they don't give us much time to respond to.

So, after it goes to the

Department of Commerce, we got to get it ready

for the Office of Management and Budget. So,

DoC has kind of refined it a bit, to make sure

it matches up with the Department's goals.

In July, after we've gotten our feedback from the Department of Commerce, we take that input and that's called the passback.

So, any time it goes up to

Department of Commerce or it goes to the

Office of Management and Budget, they make

some determinations as to what needs to be

changed, you know, what they want to

eliminate, what they want to increase, maybe some things they want to add, and they call that the pass-back.

They give it back to us, and the line offices and NOAA, we develop some appeals. We feel that, you know, that within those cuts that they might have made, there is some really key priorities, and we want to try to have a second go at getting those included.

So, we work on that, and in July and August and September, and then we get the final pass-back, final determination from the Department of Commerce, and based on that, we're able to make a final budget submission ready for OMB.

So, the Department submits the final NOAA budget to Office of Management and Budget in mid-September, and then later on in the year, in November, we get the pass-back from Office of Management and Budget.

So, they've gone through and told us, okay, this is what we want to increase,

decrease, add, delete, or questions we would like to hear more about, why this is in there, what the plans are, and so, we get that passback and we review and go through the appeal process again, for Office of Management and Budget.

Then finally, we get -- we're working towards the part where all these budget proposals actually get to the point where they're going to be developed into a President's request and submitted to Congress.

So, OMB is the office that
coordinates all of that, and late in the year,
December, early January, we get the final
pass-back from Office of Management and
Budget, and we prepare the final President's
request.

The first Monday in February is

the day that the President gives his budget

request o the Hill, to Congress, and then

following that, it's a series of briefings,

hearings, individual meetings with members, to

1 go over the agency's budget, and sometimes, 2 they'll ask us to come up within line office by line office, and describe that budget 3 individually, and sometimes they'll just have 4 5 a hearing, where they'll call up the Department of Commerce, the head of the 6 7 Department of Commerce or the head of NOAA, 8 and have them testify in front of the 9 committee.

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CHAIR WELCH: So, Paul, if I could just interrupt there, and to tack onto what Paul said, and what I said yesterday.

So, this past February, or any
February, in an ideal world, assuming
everybody is adhering to schedules, the
President goes public with his proposed
budget, for the entire federal government, for
the next fiscal year. In other words, the
fiscal year that starts on October 1st.

So, in February, the proposed budget from the President goes public, which if Congress reacted to it, would be as of

October 1st, that would be the funding, and you can see from what Paul said, is that prior to that February, for about 14 months before that, somebody at some level had been working on that budget and it keeps going up to a higher level, and the higher level interacts back to the lower level and says, "No, you've got to make a change."

So, Navigation Services first has to convince National Ocean Service. National Ocean Service has to convince NOAA leadership.

NOAA leadership has to convince the Department of Commerce. Department of Commerce has to convince Office of Management and Budget, and there is all this back and forth, for at least 14 months, before you get to where the President goes out and says, "This is my budget for the coming fiscal year."

Now, the other thing you have to remember is the phrase, "The President proposes and the Congress disposes."

So, once the President sends

something up, all the agencies have to talk

about the budget, the President's budget, like

it is the budget. It is, you know, it is a

fait accomplished. They cannot deviate from

it, or you know, say, "Well, that's what he

proposes, but what we really wanted," but you

know, they have to -- you know, fall in line,

fall in line.

But the President's budget is

never accept -- no matter what President, no

matter what Congress, it's never accepted by

Congress in total. It's frequently not done

by October 1st, but that's another story.

But there always are going to be adjustments up and down between what the President has proposed and what Congress eventually approves.

Now, the President's budget has a great deal -- remember, if you notice,

Congress has only six or eight or ten months,

to react to what other people have been

working on for 10 or 15 months, ahead of time.

So, Congress -- and Congress is doing other stuff, too. So, Congress can't get into the detail of the budget, the way the Administration can.

So, the President's budget, any President's budget, by default, is going to have a lot to do with what the final budget is, but it's not the Holy Grail, and it's going to be changed in some form or fashion.

Once the President's budget goes to the Hill, then all these outside folks, who like it or dislike it, or want to add to it or want to restrict down the funding, they're all running up to the Hill and saying, "Tweak this budget this way or that way." Sorry, Paul.

MR. BRADLEY: No, sir, that's good. So, then some of that, the time-line issue, I'm going to capture in the next slide.

So, the President's budget gets up the Hill and Congress starts working on it, as Ed was saying, and that starts with the hearings. So, the appropriations committees,

the authorizing committees, they want to learn more about the details of the budget, so they can make their own determinations as to what should be funded and what shouldn't.

So, April to September is essentially the working window for them to get the budget done before the fiscal year starts October 1st, and as Ed hinted, often doesn't get done by October 1st, as we learned this past year.

So, here is the essential timeframe with three different fiscal years, and
you can -- I guess I'll kind of step through
it with fiscal 2011.

So, the fiscal year started

October 2010, and ideally by then the Congress
has already finished their appropriations and
we have the budget for the year already set.

But that didn't happen. They had to continuing resolution after continuing resolution and essentially, that's just saying, "We're going to give you what you had

last year, and just keep spending until we make a final decision."

And so they worked through that process, to try to get that actually appropriated and this time, usually, I would say most years it's done by December, you know, maybe it rolls into January, but it's rare that they can't get it done by the early part of the year.

Well, this is a bit of an anomaly, because it wasn't until mid April that they finally said, "Okay, for the rest of fiscal year 2011, we're just going to give you a continuing resolution for the remainder of the year. We can't agree to a budget, so, we'll give you what you has last year, go out and tell us how you're going to spend it," and that's how the agency works on the -- I think we had a discussion earlier in the week about it.

The agency takes that number and basically comes up with a spend plan, this is

how we're going to spend the FY2011 budget, and it works its way back up through all the chains I just described, and it's sent to Congress, to say, "This is our spend plan, FYI."

Then at the same time, we're working on the FY2012 budget. So, we have, you know, the pass-back from Management and Budget Office, and preparing the President's budget, and rolling out the President's budget in February, and then it goes through the process again, for determining, you know, how much the actual appropriations act is going to include, before you actually go and execute the budget.

CHAIR WELCH: So, for next fiscal year, which is fiscal year `12, which supposedly starts October 1st, the President has proposed the budget. It's gone public and Congress is just now beginning to study it, have hearings on it, and for the next few months, they'll start arguing about it and

trying to write their own version of it.

MEMBER MILLER: Paul?

3 MR. BRADLEY: Yes?

MEMBER MILLER: Could you describe to the panel the consequences of continuing resolutions, what can and can't be done under those continuing resolutions?

MR. BRADLEY: I was afraid you were going to ask that.

There is some wiggle room. So, it's -- it's not the situation where you can only do what you did the year prior.

But typically, when Congress sets, you know -- they finally make a determination for a year long continuing resolution, which is what they did in April, they also give some guidance, as to what, you know, you can't spend it on.

And so, I think they threw a couple of things out, within that climate -- climate services, maybe, and satellite programs.

1 So, there are some things that, 2 maybe they're controversial policy issues that folks on the Hill don't necessarily agree 3 with, and they want to take that opportunity 4 5 to say, "We like it. We don't like it." CHAIR WELCH: Earmarks. 6 7 MR. BRADLEY: Earmarks, yes, well, 8 earmarks is yet -- that is something that 9 Congress has taken a hard stance on, not only in -- Yes, within a CR, there are -- you 10 know, no earmarks will be funded, but also, 11 12 with -- separate from that, Congress has decided that they won't -- they're not going 13 14 to include any earmarks in the 2011/2012 15 budget. 16 I mean, in -- for the -- maybe it 17 was a couple of years down the road, they're 18

not going to include earmarks.

But one of the continuing resolutions, they can include earmarks. maybe that's not the perfect answer, but I --

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MEMBER MILLER: You also can't

April of this year, we're working on three different fiscal year budgets, trying to get Congress to finally pass the one we're operating under, introducing and getting Congress moving on the one for next year, starting in October, and then the fiscal year after that, getting it through the initial stages.

So, when it gets up into Congress and they have that six month period from say, you know, March to September, April to October, to do their thing, what it typically looks like is, in February, they get the President's request.

In the March and April time-frame, the budget committees basically set the top line number. They're going to say, "This is what all of the -- all of federal government is going to get for a budget," that discretionary spending limit that determines what everyone else is going to do within it.

Members are given the opportunity

their priority requests. So, if they have a particular agency, line item or program that they are big fans of, they're constituents really support, they're given a chance to pick out, you know, a handful of those, to highlight to the appropriations committee and make an argument for increasing that particular line item budget, or maybe putting in some language to expand the program.

It's not necessarily a number, saying, "Fund this at -- fund the Navigation Services at 'x' amount." It could be some language that basically would give them authority, or would give them an opportunity to expand the program.

So, then in May, that top line spending number that the budget committee has established is basically allocated across 12 different appropriations subcommittees. NOAA falls under one of those, and each house will send it, and the House of Representatives have

the same -- you know, the division of subcommittees, and then they get -- they get to work on the budget with the oversight hearings, okay, telling NOAA -- NOAA comes up, "Tell us what is in the budget. You know, why are you including this? Why are you not including that?"

Then the appropriations subcommittees start the mark-up process, where they actually take -- they take a bill and they -- again, they prepare it to include what they want to see in the agency's budget, in the final version.

So, the subcommittee works on it, and they have to pass it up to the full committee, before it actually goes to the floor of the Senate or the floor of the House, for final consideration later in the year.

And so, theoretically, all of that is done and it's passed by the House or the Senate in September, so that it can be conferenced and we get a final law by the

October 1st start of the year.

But obviously, that doesn't happen, and so we typically get into that process of continuing resolutions until the final -- ideally, it's individual, you know, every subcommittee, there is 12 subcommittees, pass their own budget for the various agencies that fall under their jurisdiction.

Typically, at least lately, they can't seem to get those individual appropriations bills done, so, they have to resort to the omnibus, where they basically lump everything into one big bill, that they can move in a reasonable time frame.

And so that happens late in the calendar year, maybe early in the following calendar year.

So, the -- to distinguish between two different aspects of Congress, you have authorization bills and you have appropriations bills. So, I've just kind of laid out the process for the appropriation

1 process.

Authorization process,
essentially, it's legislation that Congress
passes to establish, continue or modify
federal programs. So, it will authorize
spending, provide guidance on how the
appropriations committee should fund these
various agencies and programs. And for NOAA,
we have one committee in the Senate of
jurisdiction, the Senate Commerce Committee,
and I'll describe that in a minute, and then
three committees of jurisdiction in the House,
for NOAA, that is.

Obviously, that's opposed to the appropriation process, which appropriations bills actually give the money, where authorization just says, "Okay, you can get appropriated 'x' amount," appropriation bills actually say, "You are going to get 'y' amount."

So, within the Senate, the appropriations committee, in the Senate -- the

	Page 169
1	subcommittee that has jurisdiction over NOAA
2	is the Commerce, Justice and Science
3	Subcommittee. So, I've only listed the
4	members of the full appropriations committee
5	that fall under the CJS subcommittee that has
6	control over NOAA's budget.
7	So, essentially, the folks you see
8	on the screen are the ones that have the say
9	over what gets included in the Navigation
10	Services budget, and so, I think the
11	PARTICIPANT: What is the
12	significance of the bold?
13	MR. BRADLEY: I basically, bolded
14	some members that I think represent the folks
15	on the panel.
16	PARTICIPANT: Thank you.
17	MR. BRADLEY: People you might
18	PARTICIPANT: Strategic players in
19	this?
20	MR. BRADLEY: That's right.
21	MEMBER BRIGHAM: Yes, and of

course, everyone, at least the Senators $\ensuremath{\text{I}}$

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know, all want to be on this committee, and
Alaska wants to be on this committee. Senator
Stevens was right up there at the top running
this for a long time, and you see Lisa
Murkowski's name. She'll ask the Arctic
question, or make sure that the word 'Arctic'
is somewhere in some of those line items, as
well, for coastal interests, and I'm sure
South Carolina gets a few points in with
Graham.

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So, I think -- huge coastal presence on the appropriations committee, appropriately.

MR. BRADLEY: So, because these folks actually control the -- they write the checks, they give us the money, they are the ones we want to make happy, and we go to great lengths to make sure that, you know, their questions are answered, their needs are met, their constituents are happy. Whatever they need, we try to provide. They're the ones that matter the most.

CHAIR WELCH: You notice, the last couple of days, there seemed to be several

Mobile Bay, Alabama projects. You look over there in that right column, up towards the top.

MR. BRADLEY: And then on the House side, it's the subcommittee, same name, Commerce Justice and Science Subcommittee.

It's a smaller group.

The Republicans are the majority in the House. So, they're the ones listed on the left, Congressman Wolf from Virginia is the Chair of that committee, and Congressman Fattah from Pennsylvania is the ranking member.

CHAIR WELCH: Now, wait a minute,
Paul. Go back to the Senate committee, the
Senate committee, and look at the states that
are on that Senate committee, and then go to
the House committee, look at the states on the
House committee. And you start to figure out
why, typically, usually, NOAA does better, the

NOAA ocean programs do better coming out of the Senate subcommittee, than they do coming out of the House subcommittee.

MEMBER JAY: There aren't any friends on that list.

CHAIR WELCH: Most of those -- in most of those districts, even on states that are coastal districts, are not coastal Congressional districts.

MEMBER BRIGHAM: Yes, if you go back to the Senate list again, I mean, honestly, I'm trying to pick one that's not coastal or -- Arkansas, maybe, but -- yes, so, Kentucky has got rivers, and Arkansas has rivers, and all the Great Lakes.

So, you've got really, ocean coastal, almost every individual there.

MEMBER DIONNE: Although somebody made the point earlier in this meeting, that you know, there is a lot of -- the economics of the interior of this country depends on getting goods to the coast.

1 CHAIR WELCH: But there aren't too 2 many constituents from those interior states that are calling their offices making that 3 4 point. 5 MR. BRADLEY: And that's always a 6 challenge, making sure the people that control 7 your budget -- I think it was actually the 8 Lieutenant Governor that made that point --9 making sure the people that control your budget, understand that, so they don't get to 10 that challenge of going and looking at a line 11 item and saying, "Well, what is this?" 12 13 MEMBER DIONNE: Vector control. 14 MEMBER PERKINS: Paul, I have a 15 question. Can you go back to the next slide, the House slide? 16 17 MR. BRADLEY: Yes. 18 MEMBER PERKINS: All right, so, 19 using my example, Kevin Yoder, freshman 20 Congressman, just came in, right? 21 MR. BRADLEY: Yes. 22 MEMBER PERKINS: From my home

1 district.

2 MR. BRADLEY: Okay.

MEMBER PERKINS: All right, two
weeks ago, he has an open house. So, is it
appropriate or is it ethically allowable,
under the confines of this Hydrographic
Services Review Panel, to go that open house
that he had two weeks ago in D.C., and
represent myself as more than just a
constituent, and as a representative and a
sitting member on the Hydrographic Services
Review Panel?

Can you provide us guidance on where we draw the line between our legislative advocacy as an individual constituent, as a private business owner, as a professional practitioner, and as how we sit here with our butts in the chair today?

MR. BRADLEY: So, folks that were at the orientation in March got an ethics briefing from the Department of Commerce, and I was fortunate to sit in on that.

1 My understanding, and certainly,

I'm not a lawyer and don't claim any expertise, but my understanding is that when you are not attending an HSRP meeting, when you're not at these, you know, two or three days, twice a year, or on the phone when we have teleconference, you're a private citizen and you can do any -- you know, pretty much anything you would do otherwise, provided that you not use your title as an HSRP member in advocating, promoting or lobbying to the Federal Government, and I think that extends to Congress.

So I would recommend that you, you know, not emphasize the fact that you're a member of this Hydrographic Services Review Panel.

CHAIR WELCH: Well, let me differ from that, just a second.

It's completely inappropriate to go in and say, "I'm a member of this panel and our panel recommends this."

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MR. BRADLEY: Right.

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CHAIR WELCH: I think it's

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interested in these programs. I've gotten

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even more -- I've gotten interested -- because

completely appropriate to go in and say, "I'm

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of my interest in these programs, I've gotten

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on this Hydrographic Services Review Panel.

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I am a member. I'm learning a lot about this."

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MEMBER JAY: And here is what I

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think.

legislation.

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CHAIR WELCH: And here is what I

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think, but you can't, as a -- as a private

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individual, but you cannot, in any way,

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suggest that you are representing the panel as

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a whole or you are presenting a panel position

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because the panel doesn't have a position on

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We have recommendations to the

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administration, but we don't make

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recommendations, as a panel, to Congress. But

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you can do -- you know, you can say anything

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you want to, as a private citizen, and it is

1 a fact that you are a member of the panel.

And so, I think that's how I would answer the question.

CAPT. LOWELL: Yes, and this might be repetitive, but as a private individual, you have all those rights and responsibilities you have at any other time.

What you cannot do is, as a special Government employee, and you are all special Government employees at this point, specifically, as panel members and as panel members and Government employees, you cannot lobby Congress in any way. That's not your role.

But your role specifically as panel members is to provide advice to Dr. L, and that's the role that you're allowed to fulfill, but do not try to -- just don't do it. Don't pressure your Congressional districts based on the fact that you are a member of this panel.

CHAIR WELCH: Now, if you go in

and say to your member of Congress or your senator, "I'm a member of the Hydrographic Services Review Panel," they're going to say either, "That's nice," or, "What's that?"

So, in some respects, it's not going to add anymore force to your argument then if you don't mention it at all.

That's not true. There are a couple of folks that would know what you were talking about. Barbara Mikulski from Maryland would know what you were talking about.

MEMBER JAY: Maybe this is naive,
having not read -- interacted with too many
members of Congress, but it might also be
possible that some of our representatives
might actually be interested in, you know,
talking to us about it and learning what we're
interested in.

CHAIR WELCH: Of course, you know, and occasionally, we will have a Congressional staff person attend a portion of our meeting.

We always try to encourage that.

We've tried to get a couple of members of Congress to come. Well, we had Senator Mikulski at an event a couple of years ago, up in Maryland.

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So, you know, if Senator Inouye had been in Hawaii while this meeting was going on, we would have tried to get him, but he is back in Washington.

So, you know, I don't think you should be hesitant about, if you have the inclination of talking to an elected representative of -- you know, I wouldn't be too queasy about doing it. It's -- and the demarcation lines are not that hard to understand, and the ethics police is not -- you know, we're not an ethics police state yet.

MR. BRADLEY: Not that too many members of Congress will know it, but they're the ones that actually mandated the establishment of this panel. So, to some extent, they should know who we are.

So, aside from the Appropriations

Committee, there are also the authorizing

committees that --

CHAIR WELCH: We've got about 15 minutes, just so you can judge where you are.

MR. BRADLEY: Okay, so, I'll go through this a little more quickly.

On the Senate, there is the Commerce Science, Transportation Committee, with complete jurisdiction over NOAA.

On the House, there are three different committees with jurisdiction, the Natural Resources Committee, the Science, Space, and Technology Committee and the Transportation and Infrastructure Committee.

It's interesting, how the jurisdiction falls out, because for Navigation Services, the last of those would be the most relevant, but that's not the committee that has jurisdiction over the navigation services component of NOAA. It's just the way that the jurisdiction fell out.

We typically have jurisdiction
under the Natural Resources Committee, and
both Natural Resources and the Science, Space

and Technology Committee do the bulk of the

5 work on NOAA for authorizing legislation.

So, the main governing statutes for the Navigation Services is something I think most folks here should be familiar with, at least. The Coast and Geodetic Survey Act of 1947 and the Hydrographic Service

Improvement Act of 1998, the second of those was amended in 2002 and 2008.

Basically, it gives authority to NOAA to do everything that falls under the jurisdiction of these three programs, National Geodetic Survey, OPS Coast survey and CO-OPS.

The establishment of this panel was mandated in the 2002 amendment, and that authorization act runs through fiscal year 2012, and that doesn't mean that they're not authorized to do what they do beyond that.

It's just nice to bring new attention to the

needs, with the -- a re-authorization every once in a while, and addressing maybe any new issues that have come up or new needs for the programs. And then also Title 33 of the Code of Federal Regulations, which mandates carriage of nautical charts.

So, some of the legislative issues. These programs really don't -- compared to some of the other programs with the National Ocean Service, don't have a lot of legislative issues, legislative needs.

Much of what they need, in terms of legislative authority was provided for in that Coast and Geodetic Survey Act, and the Hydrographic Services Improvement Act, or HSIA.

And so, there really isn't a whole lot that we try to push the Hill to give us, in terms of authority.

However, I would note that

Hydrographic Services Improvement Act only

runs through 2012. So, at some point, it

might be of interest to Congress to take
another look at that, and then a current
issue, within the current Congress,
Representative Don Young from Alaska has
introduce a Bill that would amend the
Hydrographic Services Improvement Act to
authorize funds for Hydrographic Services in
the Arctic.

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He introduced the Bill last year, and Captain Lowell went up to the Hill and testified on it and Congressman was very concerned about the level of services that NOAA was providing in the Arctic, and there is a hearing scheduled for next Thursday.

It seems to be an annual event that coincides with the HSRP meeting, because if I remember, you had to leave, yes, you had to leave the Providence meeting, to get down for that.

So, that is next Thursday, and I know Captain Lowell is very excited about going up there again, and to -- to tell the

fine members of the committee, about all the
good stuff we're doing in the Arctic, and
actually, you know, as you might have seen in
the earlier presentations, there are a number
of things that these programs are doing in the

Arctic.

So, I think there is a decent, if not admirable, story to tell there. You know, it's -- I think it was made clear, it's a matter of resources.

So, some of the administration policy issues and opportunities that we're taking a look at, I don't want to go into a whole lot of detail, and some of this is what Kennedy mentioned earlier on in the meeting.

National Ocean Policy
implementation, so we're developing these
strategic action plans, SAPs for the nine
priority objectives, and those under
development within NOAA. They're going to go
out for public comment soon, and that's just
the initial step at how the agency and other

Federal agencies are going to implement the National Ocean Policy.

And then one of those priority objectives is coastal and marine spatial planning, and I think certainly, a good point was made during some of the presentations we heard this week, that a key component of that, you know, perhaps the most critical component is geo-spatial foundation. You really can't build this process without a strong geo-spatial foundation.

So, I think it's a good opportunity for these programs to make sure they're a part of that, of that process.

National Export Initiative, it's being administered by the -- implemented by the International Trade Administration, another part of DoC. They're looking a lot at foreign policy, foreign trade policy, but we're trying to find opportunities to provide that information infrastructure that would help move ships efficiently, load boats as

much as they can, so that they can increase
the exports coming out of the U.S. and really
work with some of the other marine
transportation system Federal partners so that
we do our part, to meet the goal of doubling
exports by 2015.

The Committee on the Marine

Transportation System, it's a coordinating

cabinet-level committee. Most of the work is

done by a coordinating Board that consists of

over 25 Federal agencies, and the Chair of

that Coordinating Board is rotated amongst -
I can't remember, four or five agencies, one

of which is NOAA, Coast Guard, Army Corp, are

also rotated in the Chair position, and we

currently serve as Chair.

And so, the opportunity there is, we serve as the Chair, we're looking for ways to promote NOAA priorities, to advance NOAA priorities through this committee.

Let's work towards administration goals, like the next National Export

Initiative, but let's also try to do something that's advancing the administration, the NOAA priorities, like working on the Arctic.

Harbor Maintenance Trust Fund, we had a brief discussion about that earlier in the week and the fact that there is maybe an opportunity in the future, to fund some NOAA work out of that pot of money, although it doesn't necessarily represent an opportunity for new money.

One of the biggest challenges, you know, in talking about getting members of Congress informed of and supportive of these programs is keeping them up to date on what they're doing, and that's, you know, a constant challenge, given the constant turnover of staff in Congress. It's really important to strengthen the existing relationships but also, to look for new opportunities.

We have a lot of new members of Congress. So, right now, we're trying to

new members or from existing members, who within that has, you know, maybe a key port in their district, or really, has some important needs for navigation services that they're not aware of, and how can we go up there and make them more aware of what NOAA is doing within their state, within their district, so that they recognize that service and can support us when the time comes?

And so, some of the ways we're trying to improve the awareness and outreach within our Congressional audience is, you know, we're going to look for opportunities to get up there and just do one-on-one briefings within a member's office.

Say, we have over 20 ports, ports program systems, within the country. It would be nice if all 20 of those members who have those ports in those districts, know that it exists and it's there and the service that it provides.

That's just one example. We also could get folks out on the bay, for two out of

an overview of how hydrographic surveying is

-- Chesapeake Bay, get them out, to give them

5 done, or take them for a tour of Poplar

6 Island. That's a spot where the navigation

7 services programs are working collaboratively

8 with the Army Corp, to advance some habitat

9 restoration efforts.

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Then trying to get folks out to ports, such as the Port of New Orleans, to really show how it all comes together, getting Hill staff down there to say, "Look, you know, it's not just the coastal benefit. It goes inland," grain exports from the middle of the country, they need these services, in order to make their way down the Mississippi River and out to be exported.

Constituent affairs, certainly,
there are a lot of people that use NOAA's
navigation related products and services. It
has tremendous economic impacts and we're

trying to tell some of those messages,
strengthen the relationships with these
constituent groups, explore new partnerships,
especially in an era of declining federal
budgets. How can we develop new partnerships
to make our efforts more efficient, maximize
those dollars?

And then, identify additional outreach opportunities, such as the Operation Sail 2012. That's a tall ship parade that's planned for Chesapeake Bay, to celebrate the Bicentennial of the War of 1812, and America's Cup in 2013 is going to be in San Francisco.

So, those are a couple of examples of events that might present some interesting outreach opportunities, to connect to some traditional and non-traditional user groups.

And then perhaps, one of the key components of outreach is the in-reach. We've got to work within NOAA, to make sure that folks are fully aware of what the navigation services are providing. It's not uncommon for

us to hear from folks at NOAA headquarters, being the ones in the circle, that NOAA's navigation services offices are doing great things, but you know, we don't hear enough about it.

You know, we're not -- we want to hear more about it, and we want to hear that good story, and so, it's kind of a combination of feeding information up the chain, so that they're made more aware of that, and also, getting outside folks, in, getting constituents in, to have meetings with these headquarter level folks to say, "I'm using these products and services and they're important to me because of these economic impacts and because they help us, you know, protect life and protect property."

So, I guess the major points I tried to capture here is, you know, the budget process, it's a long process. It's complicated and it involves, you know, a series of steps and hurdles that present

challenges for getting your priorities addressed in the budget.

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The time line for appropriations is unpredictable and it obviously -- as the last appropriations process showed us, it's very politically charged, or has that potential, and so, there is no telling what the end product is going to be, what your budget is going to look like down the road, which means it's all the more important that you get your constituents up there, that -the folks who appreciate those programs and services are telling their members of Congress, telling the administration, "These are important to me. They should be priorities of the agency, " and I hope that, you know, that you're going to recognize that.

There is not necessarily any major legislative issues or needs for these programs, but there is a need to make sure that folks are aware of and supportive of the programs, and how we're supporting their

1 constituents. Thanks.

2 CHAIR WELCH: Thank you, Paul.

3 Joyce?

MEMBER MILLER: One question. I never can remember the name of the Act. The Integrated and Ocean and Coastal Mapping Act was under some strange omnibus name that I constantly --

MR. BRADLEY: Yes, it was the Omnibus Public Land Management Act.

MEMBER MILLER: That is what it was. So, it's just another Act that might be of interest to panel members.

MR. BRADLEY: Yes, that's true, and certainly, maybe I can send it around by email, just so you guys have a record of it.

I'll send the Hydrographic Services

Improvement Act and the Ocean Coastal Mapping Act, for you just to have as a reference.

I think it's important for you, you know, to recognize what Congress has mandated and what is in the statute, not only

that this panel does, by -- you know, through that authorization, but more broadly, for the programs.

CAPTAIN GLANG: Can I just add, real quickly, on the -- if you're looking for the Ocean and Coastal Mapping Integration Act, you can go to the iocm.noaa.gov website. It's a new website, but it's got a clear link to mandates and it will take you right to that Ocean and Coastal Mapping Integration Act.

MEMBER MILLER: I spent about an hour one day, trying to figure out where I could find it.

CHAIR WELCH: Kathy, on our website, on our panel website, don't we have the text of our statutes?

MS. WATSON: Yes, it's all on there.

CHAIR WELCH: Yes, so, we really don't need, unless people really want paper copies.

MR. BRADLEY: Right, no, that's a

good point, yes. I'll make sure that all of that is on there.

CHAIR WELCH: David?

MEMBER JAY: David Jay. We've heard a lot of information at this meeting, and I am wondering whether say, a presentation like yours might be found on our website, and in general, what the presentations that this panel receives on our website, so that we can look them up?

CAPT. LOWELL: Yes, as part of the laws we're operating under, it requires us to put every presentation up and available, actually, all the Court Reporter's notes become available and a summary becomes available.

MS. WATSON: Yes.

CAPT. LOWELL: And we have records going back, pretty much to the first meeting.

CHAIR WELCH: Yes, if you haven't had a chance yet, and you've got 30 minutes or so, one day, you ought to just play around on

our panel website and see what's posted and what might be of interest to you.

It's pretty comprehensive, and you know, obviously, there is always a little bit of a challenge after we have a meeting like this, getting the stuff up and -- without too much of a delay.

But it eventually makes it, and it's pretty comprehensive, and I guess, Kathy is the keeper of the site, is that correct?

MS. WATSON: No, I know Lawson has a quick question. It's usually within a week, I get all the presentations uploaded. The summary information usually takes about maybe 30 or 60 days to get that uploaded, but it's all public information. So, we have to provide it.

CHAIR WELCH: Sometimes, there are summaries of things that have to be signed off on by the Chair of the panel, and sometimes the Chair is a little bit slow, and Kathy gets frustrated.

MEMBER BRIGHAM: Everybody heard the complexity of the budget process, and I think it becomes even more complex, when you have cross-functional and inter-agency issues, and I think, ocean observing is a big one.

But I would say this, whatever

Arctic is, is another one, and I'd also say

that marine spatial planning is yet another

one that -- not only internal to NOAA, without

the ability to pass money between line

programs, to respond to some concept like

this, I think the committees will have, and

Congress will have a tough time, understanding

what actually people want to do, and then come

up with a budget for it, whatever the 'it' is.

And so, I think we all hear about cross-functional integrated management and all of that stuff, and yet to they orchestrate it through the federal budget -- it's going to be really tough.

CHAIR WELCH: You know, people here may not give credence to what I'm about

to say, but Paul gave sort of a simplified version of the budget process.

There are some other nuances he left out. Other thoughts or questions?

Okay, Paul, do you know whether this hearing, they're going to have on

Thursday, is going to be webcast?

MR. BRADLEY: I can't say for sure, but they're usually pretty good about webcast.

CHAIR WELCH: Yes, more and more

Congressional hearings -- why don't we check

that, and if we find out that it is, why don't

we send out an email to everybody and give

them the link and tell them how they could

either watch the hearing, while you're

bringing in a ship Tony.

CAPT. LOWELL: For anybody that is interested in the last meeting, committee meeting, I presented to -- it is available on the web, if you go to the House Resources -

Basically, I do believe they put

matter went off the record at 12:25 p.m. and

Good, okay, let's eat.

(Whereupon, the above-entitled

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1 resumed at 1:25 p.m.)

CHAIR WELCH: All right, let's see if we can get ourselves organized, please.

Okay, thank you. We're scheduled to continue to meet until three o'clock, and I'd like to adhere to that and make sure that we can wrap it up by then. That way, people can have a little bit of time before they -- the people that are departing, have to start departing.

Our main purpose, for the rest of the afternoon, is to talk a little bit about particularly, our impressions of this meeting and also, what our ideas are for this panel, to go forward over the next two or three meetings, particularly, strategic areas that we might want to concentrate on.

So, we'll talk about that, but I would like to spend just a minute or two, talking about just the mechanics, the timing of the next meeting.

The NOAA staff advises us that for

a whole host of reasons, involving the federal
budget cycle and their workloads and that type
of thing, the best times for our meetings,
twice a year, are from mid October to
Thanksgiving, roughly, for the Fall meeting,
and the late April to May time frame in
Spring.

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MS. WATSON: May time frame.

CHAIR WELCH: So, if we could, one of our challenges is always trying to pick a week or two, that falls within those time frames, that also works for the largest number of our people, and what I thought we could do today, for the Fall meeting, and we aren't necessarily talking about a specific site of the Fall meeting, although we'll get to that in a minute, but let's just look at the calendar and what I would propose that we do is, we take it week-by-week, starting on October 17th, and if you know what your schedule is, and if you know that that week is bad for you, if you would raise your hand, and 1 Kathy can record how better or worse that 2 particular week is.

So, does that make sense? You know, obviously, we're not voting on a week, and in the end, the decision about the week is not that we pick, is almost really a NOAA staff decision, they get as much input as they can from us, but they have to arrange the hotel and they have to — but they want to know as much as what they can about our preferences, and who is able to come that particular week.

MS. WATSON: Ed, I'd like to mention one thing. Usually, now, of course, this meeting was like Wednesday, Thursday and Friday, three days, and we had to adjust it for some schedules.

But normally, we've been doing like Tuesday and Wednesday meetings, traveling on Monday to the destination, and then a full day Tuesday and Wednesday.

CHAIR WELCH: Right, and so, this

meeting was a little bit longer than the

typical meeting, both because of travel

distances involved and just because we had a

little bit more extensive program to -
particularly, in response to the large influx

of new members.

So, the typical meeting is two days of program.

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So, with that, if people would look at the calendar, as Virginia moves it forward, and the week of October 17th, if you know, and obviously, these are not commitments, but are those -- those of us, that that's a bad week?

CAPT. LOWELL: Which one are we starting on? I'm sorry.

CHAIR WELCH: October 17th. Okay, can you -- I mean, are you going to just record who this is --

MS. WATSON: Yes.

21 CHAIR WELCH: Okay, all right,

October 24th, who is that -- is that a bad

1 | week for people?

Okay, October 31st to the end of

3 November?

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4 MS. WATSON: There is like, one,

5 two, three, four that can't make that week.

CHAIR WELCH: Yes?

MS. WATSON: Okay.

CHAIR WELCH: Then we go to

November, the week of November 7th, is a bad

10 week for me.

MS. WATSON: One, two, three,

12 four, five, okay.

CHAIR WELCH: Okay, November 14th?

MS. WATSON: Yes.

CHAIR WELCH: Okay, and then the

16 next week, I think, is Thanksgiving week. So,

we wouldn't do it then.

MS. WATSON: So, we've got one

19 week, October -- the week of October 24th.

20 | CHAIR WELCH: Well, you know,

21 we're never going to have a week where, I

22 mean, everybody is there.

MEMBER PERKINS: Before we pick, 1 2 some of these can be confirmed, probably -just for example, Geo-Intelligence Conference 3 is in San Antonio. 4 5 If we happen to pick Houston or Galveston or something in that geographic 6 7 region then maybe I can put that back on. 8 CHAIR WELCH: Okay, all right. 9 Were you just recording the number of people 10 that had problems or the names of the people that had problems? 11 12 MS. WATSON: No, I was just 13 actually, really -- those that the best week -14 15 CHAIR WELCH: Okay, all right. 16 Okay, well --17 MS. WATSON: That most people can 18 attend. 19 CHAIR WELCH: Yes, okay, well, I 20 mean, I think what we need to do is, Kathy and 21 Captain Lowell can take that information, and

go back and sort of look at the NOAA

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1 requirements, yes.

MEMBER BRIGHAM: Yes, you said two days, so, if we have a site visit to something, a ship or a port, and we do a strategic planning exercise, that's kind of one day.

So, there is one day for stakeholder engagement. Is that correct?

CHAIR WELCH: Yes, well, we don't

always have site visits. Sometimes, we do and sometimes we don't. The site visits are nice, but sometimes, they just -- you know, if we go to a place where there -- NOAA ships, normally, and the NOAA ships are out on deployment, you know, we can't do a site visit.

MEMBER BRIGHAM: Well, I mean, if we go to a place that has a BLCC or a large, huge container ship, actually, modern ship -
CHAIR WELCH: Yes.

21 MEMBER BRIGHAM: -- we really 22 should see that kind of thing.

CHAIR WELCH: Yes, no, I'm a big

2 site visit guy, but it's not always possible.

MEMBER BRIGHAM: Yes, yes, sure.

CHAIR WELCH: Okay.

MEMBER MILLER: Just a question,
do we always do stakeholder panels? I mean,
do we ever -- I guess my question is, has the
panel ever had just a meeting of more internal
discussions, kind of get out --

CHAIR WELCH: Not in a pretty good long while.

MEMBER MILLER: Yes.

CHAIR WELCH: We've done

stakeholder panels, and you know, I've -- I

mean, we don't have to do it the way we've

done it before, but I would tell you from my

experience, and I think I speak for most of

the older members, people, they enjoy the

stakeholder panels. They feel like they get

a lot of out of it, and you know, otherwise,

we feel like we're talking to ourselves, I

quess.

So, but you know, it's the will of the panel, and if we felt like we wanted a more intense session with discussions among ourselves, at one meeting, there is nothing to prevent us from doing that, and it is a collective decision.

MS. WATSON: Ed, of course, you're not limited to just a two day meeting. It's whatever you determine. If you need a three day meeting, your program structure, site visit or whatever.

CHAIR WELCH: Yes, now, I would say that my observation is that most of us -- you start having three or three and a half day meetings, it's fairly easy to break away for a couple of days, and it starts getting harder, when you break -- the longer you do it.

Doesn't mean you can't, but just I think, you know, somebody that could come to a two day meeting, might not be able to come to a three day meeting, or would have to

1 leave.

Okay, well, I think that is what we'll -- yes, sure, David?

MEMBER JAY: Just one quick comment is, is that if we put both travel days during the week, that makes it harder, you know, that makes a two day meeting into a four day meeting, in many cases, whereas, when you put one on the weekend and then you lose some of your weekend, but it's not taking three of the work days away, you know, it's only taking three, not four.

CHAIR WELCH: Right, and you know, depending on where we are, sometimes we finish early enough in an afternoon, that people can get home on the -- you know, the evening of the second day of the panel.

MEMBER MILLER: Good luck, if you live in Hawaii.

CHAIR WELCH: Yes, some of us.

21 But you have the easy travel here, Joyce.

MEMBER MILLER: Yes, I do.

CHAIR WELCH: All right, let's talk just a minute, and again, we're not going to make decisions about this, but let's talk about some thoughts about the next two or three meeting locations.

I think one thing that I think is pretty clear is that we're going to feel like Alaska is a strategic topic, and it's been a while since we've been to Alaska, so, I think from my informal discussion with a lot of you, there is a desire and a feeling and a need, and Captain Lowell sees the need for a fairly early Alaska meeting, some time within the pretty foreseeable future, and our Alaska expert Lawson tells us, it's a whole let better in May than it is in late October.

MEMBER BRIGHAM: I'm the climate expert on that one.

CHAIR WELCH: Yes.

MEMBER MILLER: Is late May better

21 than early May?

MEMBER BRIGHAM: Well, May is,

yes, but just don't come in October or November.

CHAIR WELCH: Which would lead me to the conclusion that probably, what we ought to be thinking about is an Alaska meeting, is the Spring meeting that you're -- so, if that sort of is what people are generally thinking about, then we can back up and say, "Okay, what would be likely areas or spots for a Fall meeting, this year?"

And Virginia has put up a list of where we've met in the past. Now, in some ways, this is of irrelevant, because you know, a number of these places, it's been so long since -- you know, it's been five or six or seven years, since the panel has -- since the other panels have been there, and I think, you know, just because you were there seven or eight years ago, with a different set of cast of characters, that precludes its consideration now.

But Captain Lowell points out, and

I tend to agree, that there does seem to be sort of a dearth of presence in the Gulf of Mexico.

MEMBER MILLER: Two-thousand-six.

CHAIR WELCH: The group went to

Houston, before my time on it, in 2006, and I

still had to hear reports from some of the old

members, about a couple of the bars that

Sherri introduced to the group, and I suppose,

you could say Tampa, Florida is a Gulf of

Mexico port.

But that does seem to be an area that's lacking a little bit, and another area that you would have thought the that panel would have gone to by now, which it hasn't is LA/Long Beach.

We have been west, this meeting and the previous meeting. So, if we went to LA/Long Beach next meeting, that would be three meetings in a row.

MEMBER MILLER: Is there any chance -- I mean, I would think there would

still be things of interest in New Orleans, even that long after the --

CHAIR WELCH: Well, New Orleans,
Texas locations, I mean, there are plenty of
different ones, and probably every one of
those has some kind of a story line, so to
speak, for being there.

VICE CHAIR WELLSLAGER: Well, keep in mind, Adam McBride with Port Charles would be someone you could contact, if we went down to New Orleans.

CHAIR WELCH: Sure, yes, you know, we've got a couple of former members that we could call upon, to give us advice or help us out. I don't know whether Gary would feel like there is -- if he would be interested in hosting us in Corpus Christi, and if there is -- you know, if there are things that would compel is to go to Corpus Christi.

But it's always my feeling that if you go to a place, either where one of your folks is, or you know somebody, things tend to

go more smoothly. But what are people thinking? Yes?

MEMBER DIONNE: I was thinking earlier, you know, when we were talking about the Gulf oil spill earlier in the meeting, that there are probably a lot of folks down in the Louisiana area that -- stakeholders, that would, you know, be able to come to a meeting, and sort of, we could interact with them about how the nav services were a value to them, especially with reopening the region where oil was going and reopening the shrimping grounds and things like that.

CHAIR WELCH: Yes.

MEMBER DIONNE: That's just one thought.

CHAIR WELCH: Other thoughts?

18 MEMBER BRIGHAM: Can I ask a

19 question about Providence, since I wasn't

20 there?

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21 Did you have a little section that

talked about the wind farms and off the coast?

18 MEMBER BRIGHAM: So, just of

19 interest.

20 CHAIR WELCH: Good suggestion.

21 Paul?

22 MEMBER JEFFRESS: There is a big

wind farm in Corpus Christi, on the north side
of the bay, on shore, and there are already,
sold leases offshore in the state waters, for
wind farms.

CHAIR WELCH: Okay.

MEMBER JEFFRESS: But there are

none constructed.

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Paul?

CHAIR WELCH: Okay.

MEMBER JAY: Oregon has today, not wind farms, but there is an experimental --

CHAIR WELCH: And we actually have a gentleman make one -- on our stakeholder panel, when we were there, talking about that.

MR. BRADLEY: I was just going to follow up on Lawson's comment, about Norfolk.

Just anticipating this discussion,

I wanted to throw out on the table, the option

of Norfolk. I know it's the mid-Atlantic

region, and has seen more than its fair share

of attention.

Norfolk is a place that we've

gotten a lot of interest from NOAA leadership, from OMB, from Congress, just because of its proximity to D.C. and the number of assets it has down there, for navigation services.

It's gotten a lot of attention from folks, and I think it would make a strong meeting, just in the number of traditional and non-traditional issues down there, like coastal and marine spatial planning as it relates to offshore energy development, and some of the other -- Atlantic Hydro-Grams is down there.

So, and they're a lot of strong supporters we have, in the Virginia Maritime Association and Virginia port.

CHAIR WELCH: Right, no, I agree with those.

CAPT. LOWELL: Just to add onto that, perhaps not exactly Norfolk, but another thing to consider, one of the big drivers that we're going to see over the next several years is that -- is expansion of the Panama Canal,

and so, any of these ports that have this, you know, potential capacity change, Norfolk would be a good example.

That might be another reason to focus on an area.

MEMBER CAROTHERS: There's going to be a big Caribbean Islands project, as well.

CHAIR WELCH: Yes.

VICE CHAIR WELLSLAGER: Well, you know, since we can't get Ramon to come to one of our meetings, why don't we go down there?

CAPT. LOWELL: That's a good idea, and we don't have the Caribbean listed here, as a region, but we have never gone to a Caribbean, Puerto Rico/Virginia.

MEMBER HICKMAN: It would really be nice in October, probably.

CHAIR WELCH: We might interrupt going to Honolulu and going to San Juan.

MEMBER BRIGHAM: Yes, just for
Norfolk, I mean, our largest Naval base, Naval

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1	establishment, and getting more interface with
2	DoD and having them come to meetings, kind of
3	work with everybody?
4	CHAIR WELCH: Yes.
5	MEMBER BRIGHAM: More?
6	CHAIR WELCH: Yes.
7	MEMBER BRIGHAM: There is a place
8	to do it, because they're a part of that whole
9	maritime community, there.
10	CHAIR WELCH: Yes, yes.
11	MEMBER JACOBSEN: You just
12	mentioned about LA/Long Beach and I definitely
13	recommend that the Council come in there, one
14	day, but if you hold off until next year,
15	we'll have the 12,000 or 14,000 TEU ships
16	coming in on a regular basis.
17	So, this year, I don't think it
18	would be the best year for LA/Long Beach.
19	CHAIR WELCH: Okay.
20	MEMBER JACOBSEN: So, push that
21	off for next year or something.

CHAIR WELCH: And that gets around

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the problem with having three west coast
destinations, right in a row.

MEMBER JACOBSEN: That's right.

CHAIR WELCH: So, why don't we sort of push LA/Long Beach out a year or so, and then it sounds like to me, we're -- unless people have -- and I don't think we ought to go to lower latitude places in a row.

So, I guess what we have is a Gulf location, or the Norfolk/Hampton Roads location.

Just as a matter of preference, do people care one way or the other, for the next meeting? Do people feel strongly about one or the other?

MEMBER BRIGHAM: Yes, as much as I'd like to go visit Gary, I think if we go to that part of the world, it has to be New Orleans.

CHAIR WELCH: Okay, all right.

MEMBER BRIGHAM: Or Louisiana,

however you look at it.

1 MEMBER MILLER: I would agree.

MEMBER BRIGHAM: Because of the

3 magnitude of recent, you know, events.

CHAIR WELCH: Okay, all right.

MEMBER MILLER: Yes, I would agree that the environmental impacts of those events and understanding how -- you know, what was needed, it's sort of like the tsunami here.

CHAIR WELCH: Okay, any other
thoughts, Norfolk versus New Orleans/Gulf?

MEMBER HICKMAN: I'll just put it
out there. If we end up in there, you've got
great bars on both places.

But if you end up in Corpus,
whether it's now or down the road, or Houston,
whether I'm still on the panel, because it
will be further out than my tenure, but we'd
been more than happy, at least most of us,
we'll always be happy to go to the -- we have
a private boat that we can run in the
channels, not the whole channel, it would take
too long, but show the AIS system and how we

1 work with it.

We are now going to the -yesterday, it was 2,800, if you didn't catch
that. So, and I'm sure if you ended in Corpus
or Houston -- Corpus Christi, they'll have
more than we do, so, we end up funding -- we
probably fund it, and that's always available.

CHAIR WELCH: Okay, all right.

Well, do we need to be anymore -- I mean, do

we need to make a decision now, or should we

just take these general thoughts and have you

guys go back and mull?

CAPT. LOWELL: Well, it sounds to me like we have a general consensus for the next meeting to be in the Gulf.

I think we can look at a couple of cities as options, with the prime driver being New Orleans or simply, do the Deepwater event, and then we'll just start moving from there.

Sometimes, we just run into logistical issues, like a big convention on the week that we wanted.

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CHAIR WELCH: Right.

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CAPT. LOWELL: And those won't turn

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up until we make a decision on where and when.

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So, I mean, we can start a little search on

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that.

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CHAIR WELCH: Okay.

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MEMBER HICKMAN: And also, for

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Kathy, for your information, since it's most

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likely going to be in the Gulf region, then

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that's the first week we had discussed, it

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would not be a problem.

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CHAIR WELCH: Okay, well, why

Obviously, the sooner we can sort

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don't we have the NOAA leadership go back and

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take this information and get back to us with

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their thoughts, about what they think is

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achievable and practical.

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of narrow it down, a desired week, the better,

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because then we can all put it on our

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calendars and keep us from having to commit to

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something else then.

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CAPT. LOWELL: Was there one

weekend that we just determined to be mostly
open, at this point?

MS. WATSON: October 24th.

CAPT. LOWELL: So, if everybody

5 would just kind of grab that.

6 MEMBER DIONNE: I did just

7 determine that. That wouldn't work for me.

8 CAPT. LOWELL: Oh, okay.

9 MEMBER DIONNE: I just wanted to -

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issues.

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11 CAPT. LOWELL: But so much for the 12 easy answer. We'll go back to the hard

14 CHAIR WELCH: Of course, we've got
15 a couple of people that aren't here. But so,

it's just extraordinary, if you can pick a

week where nobody has a problem.

18 MEMBER DIONNE: I mean, certainly,

I would have to make a decision, let's put it

that way, about what I did that week.

21 CHAIR WELCH: Okay, all right.

Okay, good, thank you, Virginia.

What I would like to suggest is that we spend a few minutes, just a few, maybe 10 minutes, and have the panelists, particularly the new ones, but anybody, just give us any kind of observations or thoughts about the panel or their participation or their meeting, or what they've heard this week, these last three days, and then once we sort of give each person a chance to make two or three observations, then I'll try to lead a more structured discussion, about the idea of where we go from here, what kind of strategic subjects we might choose to concentrate on, and that type of thing.

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So, if we could, why don't,
Michele, let me start over on your side, and
if you have any observations or thoughts about
things, if you take two or three minutes and
just -- whatever is on your mind.

MEMBER DIONNE: Well, of course,

I'm one of the non-traditional user

representatives here, but I think I understand

fully, that the major core mission of nav services has to do with shipping and ports, and I guess I don't a grand idea, on how to connect that primary core mission to actually, an expansion of the work you do, which I think relates somewhat, to the aggressive mapping of the coast line, that was mentioned.

But somehow, you know, dealing with that near-shore gap, that was mentioned a couple of times here, but figuring out a way to do it, that doesn't cost the core mission.

I guess that would be the challenge. I can't see trading that, the thing that I -- you know, this coastal issue, which has lots of economic relevance and I think you can make, certainly, lots of good arguments, but you can't trade that for the core mission.

So, it would have to do with, I guess, finding -- figuring out a way to find other sources of funds for that.

You know, I guess the issues there, for me, would have to do with, you

know, erosion, loss of habitat, inundation of private property. The current piece would certainly fit in, both with erosion and search and rescue operations, and then at the currents, the near-shore bathymetry into circulation models, and then you can also deal with your hazard response.

So, I think there are lots of these alternative sort of uses, that could be served by more coastal information.

CHAIR WELCH: Okay, thanks. Gary?

MEMBER JEFFRESS: Well, I think

we've hashed out, over the years, I think

what's floated to the top, in my mind, is the

funding for the ports.

I think I say this every time I come to this meeting, is that I believe the data and information, as a relative value to our nation, of the port system, is much more critical than the weather.

There is more economic value riding on the ports data, than there is on the

1 weather data.

So, I think that should be our highest priority.

CHAIR WELCH: Okay, why don't we - okay, we're going to skip the Federal
members, for the moment, and we'll -- yes,
we'll go to Susan.

MEMBER SHINGLEDECKER: I don't necessarily have specific thoughts on a topic or a priority. More, I was thinking about kind of the role of the committee, and that I know I've learned a lot, in the last two and a half days.

But I'm still struggling with, if our role as a panel is to advise NOAA, how we best do that.

Kathy had mentioned many FACA's develop products, and I'm still unfamiliar with what kind of products those are, what products are most useful, to try and understand what products we might deliver, and I think it would be interesting for me to hear

a little bit more from the three offices, are there specific areas that you're looking for guidance on, as opposed to just generally, being open to receive whatever topics come to mind, of the panel members?

CHAIR WELCH: Okay, Joyce?

MEMBER MILLER: Yes, I would -- I guess I'd come back to my question very early on, about what the panel advises on, very similar to -- and I guess one question is, you know, we got this -- that Kathy and Roger wrote up about, you know, what it seems that the three groups are hoping to -- you know, things that we could concentrate on, and I wonder, you know, I come back to my question about, more funding, more funding.

Obviously, we need more surveying done, etcetera, but that's not likely to happen, and how can we, as a panel, have an impact on helping nav services to either do more or do a better job, or you know, what things might the -- you know, sort of, this is

very much a commercial group, to some extent, with a lot of business expertise, you know.

Are there things we can see, that might help nav services, as a whole, you know, be more effective, or ask the -- ask leadership to, you know, prioritize for nav services and so forth, versus kind of higher level things that maybe they can and can't do?

And I guess I also -- in terms of how the panel operates, I don't know, you know, whether the voting members ever just get together by themselves. It might be a different dynamic, you know, there might be different discussions, sort of how the panel runs.

You know, that's sort of an open question. You know, does -- you know, how does all this operate?

CHAIR WELCH: Well, if I can -and we don't want to concentrate on this, but
as a FACA, we have certain obligations as to
how we do business, and one of them is, we

	Page 22
1	have to do things in public.
2	MEMBER MILLER: Okay.
3	CHAIR WELCH: So, we can't have
4	little closed sessions or rump sessions, or
5	kick these guys out of the room, or kick the
6	public out of the room, except under extremely
7	limited circumstances.
8	MEMBER MILLER: Okay, yes, well,
9	that was just a question.
10	CAPT. LOWELL: Actually, that's a
11	good question. Let me just make it clear that
12	we have never had a closed meeting. FACA law
13	does allow that to occur. DoD has frequently
14	closed meetings, simply due to the nature of
15	it.
16	But you have to jump through hoops
17	to get there, and I personally would not want
18	to try to make it a closed meeting.
19	MEMBER MILLER: Okay.
20	CAPT. LOWELL: But
21	MEMBER HICKMAN: I thought we had

like where it was --

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In other words, they were -- it
was sort of a, bring the new people on and get
them up to speed, so, it wasn't -- at least
the part I was there, was not a traditional
FACA meeting.

MS. DENTLER: I think most of the first day was closed. We had the orientation part, like what we did in March, and then we had a meeting at the hotel, where there was administrative stuff, where we talked -- where we diverged a little bit on a lot of the PPB, PBS, whatever it was called before it was --

CHAIR WELCH: The what?

MS. DENTLER: Whatever acronym it was before PPAD.

CHAIR WELCH: Well, there was -- we don't really need to reconstruct the meeting.

MS. DENTLER: Yes.

CHAIR WELCH: The simple answer is, traditionally, most of these have been open, and it's not easy to close. Now, not

1 impossible, but not easy.

CAPT. LOWELL: But with an exception there is, the FACA group itself could constitute sub-working groups, that are not required to be open and do not have all of the administrative requirements that are placed on them, that the open body does.

Now, the restrictions on the working groups, number one is, they can include, or a non-restriction on the working group is, you can bring in other people to help you, if you have -- you happen to know of an expert on something. They can be part of the working group, and not be a member of the committee. That's perfectly allowable.

But the working groups have no authority on their own, and their only role is to report out results, to the FACA, because they could not, say, circumvent the FACA, to report out to Dr. Lubchenco on something.

So, there is control on that, but

I believe in the terms of reference for this

group, you have full authority to create working groups that don't have the administrative overhead, that the open public meeting has.

CHAIR WELCH: Well, let me close this up, and because we don't want to get bogged down on this too much.

But let me ask the NOAA staff, if you guys could go back and either pull out something you've done before, or develop a short, three or four paragraphs, that you could just distribute to us, about email, about saying, "Here are the requirements for open meetings. Here are the possibilities for the closed meetings or closed working groups," just the general parameters, and just send it around and that way, we don't have to try to answer it here, and we can make sure we've got the most current information.

I'm going to exercise the prerogative of the Chair and let's -- let Scott make his comments, and then we'll get to

1 you, Lawson.

MEMBER PERKINS: I guess I have a question, regarding the House recommendations of the committee from prior panel members.

You know, we've got 10 new members on a panel of 15, voting members, and it looks to me like there is a fairly long laundry list of recommendations from prior panels.

So, I would ask for an accounting of p- you know, some sort of an assessment of those -- you know, have we accomplished those? Have we invalidated those, or do we have left over business from prior panel members, that we need to be respectful of, and address those issues, or at least give them due consideration?

Would that -- you know, I think, we serve Dr. Lubchenco, as a panel, and Dr. Lubchenco serves, you know, the Department of Commerce, and the Secretary of Commerce serves the President, and then going back to where this began for me, a month ago, with the

briefing from Ms. Spring, and that challenge to look for what we can do as a panel, to help win the future through bold improvements and innovation and infrastructure and education.

So, I would -- you know, we've talked a lot down in the grassroots level, and going specifically to products, you know, like the PORTS system, right, and I guess I would ask that at least for the launch of what this panel is undertaking, for those 10 of us that just came on, for either a three or a four year term, I think it would be wise to look at it, at a bit more macro level, before we get into the specific grassroots.

You know, recommendations on the PORTS, and it appears that that system is well defined, working exceptionally well, where it's been deployed. I don't think that is a recommendation from the panel.

I mean, that looks like a program that works, spot-on and accomplishes what it needs to do.

1 MEMBER JEFFRESS: It's the

2 maintenance and the funding of it, which is 3 always up in the air.

MEMBER PERKINS: Yes, I mean, I think we need to advocate for it, and we need to be informational about it, and we need to support it.

But I don't think -- I guess, I'm just using that as an example, and it's certainly not meaning to critique your recommendation here, in any way.

I'm just saying, that looks like a program that's in place and works, and I guess my understanding of the mission of the panel, was to look at this at a bit more macro level, and programmatically, and try to guide and provide recommendation.

MEMBER JACOBSEN: Well, just with the PORTS system, it's kind of being held together with bailing wire and chewing gum.

I mean, it really needs to be formalized with that Federal oversight, and funding for

1 maintenance.

So, I think that's our biggest concern, is a lot of states in our area have dropped out for funding, and the equipment is just dying on the vine.

So, that's why we keep bringing it up, keep pushing for it, because it is critical for what we do.

MEMBER HICKMAN: And we also stated that the PORTS program -- there are ports that want it, and don't have it. So, it might be a functioning entity where it is, but there is places that don't have it, and can't get it at this moment, because of funding.

There is places that have it, and it's being pulled because operation and maintenance isn't being paid for. Ask Gary, that is what he's doing when he goes home, which is -- it's sad, because the money we spent to put it in place, now, money is being spent to take it out of place, because nobody is paying for the operation and maintenance of

1 it.

But our big part of that was that the PORTS program should be the backbone to the Integrated Ocean Observation System. We shouldn't be doing it out here, if we're not doing it here.

So, that's where that all came from, for the PORTS program.

MEMBER PERKINS: Thank you for the background on that. That is helpful.

I think the baseline macro level there, is the -- is a geodesy that it takes to support that mission, the near-shore bathy mission and so many other things that we've talked about here, right?

And so, I guess what I would ask is that we consider putting on the table, is a little more emphasis on supporting that baseline, whether it's GRAV-D, whether it's VDatum, you know, we have to have that underlying consistent baseline geodesy in place, or we can't provide safe travel into

the harbors. We can't do climate change and sea level rise measurement if we're not all using the same yard stick.

And so, this committee, I think has a challenge to try and support, you know, the programs that will determine what the yard stick is going to be made of, for the future.

CHAIR WELCH: Okay.

MEMBER PERKINS: And then conclude my comments.

CHAIR WELCH: Thanks, Scott.

Okay, Lawson?

MEMBER BRIGHAM: Yes, just to follow up with my question, but just to add that of course, everything is for attribution.

So, when we have the public and newspaper people here, and I say something about Alaska or whatever, I can expect that it could be, not likely, the probability, but since it is open and transparent, I dealt with this in the Arctic Research Commission, we had some -- everything was public, so, it's for

1 attribution.

So, you had to be savvy and careful of what you said, especially when the media was here, but even overall. So, just the attribution issue of, everything is open, fine, transparent, very good.

But attribution, expect that -and several times, when I was in a meeting, my
name showed up, not the panel, but me,
University of Alaska, of which the Chancellor
read. So, it was interesting.

Anyway, my issues are about the same as everyone, but I'm interested personally, in dealing with multiple use management of the oceans, particularly in the Arctic, but overall, so, I'm interested in the marine spatial planning and how that is orchestrated and how that is defined, and how that affects all three of you, crossfunctionally.

It's going to be a tough sell, but specifically in that, I'm really interested in

putting wind farms in the ocean, and how they 1 2 affect coastal navigation, plus or minus, and fishing, and every other activity, but 3 4 fishing, and then the other one is really, 5 again, as it was mentioned many times, the Integrated Ocean and Observation System, and 6 7 the collection of data by the federal fleet, 8 how it really impacts Rich's programs, and how 9 he supports all of that, because you know, Dr. 10 Sullivan, the astronauts now, is the Deputy Administrator, but her title is Environmental 11 12 Observations, kind of probably going to run, be the Zorro of the Integrated Ocean Observing 13 14 System, but how Rich's programs support that is -- would be a little tricky, cross-15 16 functionally, and whether you get the support. 17 Then finally, of course, 18 obviously, I have an Arctic interest and how 19 maybe I can help the panel, describe what are

I mean, what I heard from the

from the nav systems.

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necessary and important Federal contributions

three line programs was very positive, that I didn't know about some of the -- like, shore line positions and some observations and the fair charting activity, I'm not sure Alaskans, or even the delegations, understand they're actually doing some proactive and good work, little bit of missionary work there would be promoting self-promotion at NOAA, it would be good.

You need more -- need to do more, but you can see elements of Arctic, and then in the policy, arena, National Ocean Policy, I think a lot more needs to be done, and some of the officers here and some of the NOAA people deal, in trying to describe what the heck the Arctic is and what is the response? Maybe we can have a little group working on that stuff. But those are my areas of interest.

CHAIR WELCH: Okay, great, thanks.

21 David?

COURT REPORTER: Could I ask Dr.

Jay and everyone over there, please speak directly into the microphone.

MEMBER JAY: First, I'd like to thank our HSRP support staff and the representatives of our three groups of NOAA.

I feel, for this opportunity, I feel a little bit like the student in the Larson cartoon, you know, that raises his hand and says,

"Teacher, may I be excused now? My brain is full."

This has been a very informative meeting. I've learned a lot. I hope I've absorb most of it. Probably, I'll have to hear it several times.

But anyway, I do have some thoughts. I think we need to define, and people have suggested some, and I will suggest some, some focus areas, and I think we need the working subgroups, that we can meet, so that you know, two or three years from now, we won't look back and say, "Well, you know, what we do, other than get together in nice

places?"

So, towards that end, I'd like to suggest that one of our areas, which supports several of the objectives I saw in one of the HSRP -- the HSRP guidance document, I guess it was, that we need to -- more efficient and optimal data -- optimize data recovery and use, to use scarce tax dollars, and I think that's quite an important topic, that doesn't require a huge new expenditure. It's more of a coordination exercise, actually.

And then along the lines of the PORTS, I also view the PORTS matter as extremely important, but I'd like to see if there are more opportunities for coordination with the larger ocean observing -- ocean observing systems is a very popular area, right now, but I -- what I see is confusion and a lot of overlap in different groups, making observations in the same area, but not necessarily much coordination.

So, there may be possibilities

there, and it may partly be that I don't know enough about it, but I think there are opportunities for coordination. Thank you CHAIR WELCH: Okay, thank you,

David.

MEMBER CAROTHERS: I guess, one of the main things I'm taking away from here is, how many directions NOAA is pulled in, and how many stakeholders actually have, and to be quite honest, I'm a little -- I was a little surprised at how low NOAA's budget really is, when we start looking at each line, in the \$35 million range, that was brought, in reading that.

I think, I've heard, that's almost in the surrounding area of the Federal budget, so, there is a lot of things that need to be done. There is lot of things -- you know, just hearing now, that we've learned about, I mean, that seems like \$100 million wouldn't even touch any of that stuff.

So, I think, my our role is being

able to prioritize a little bit. My
background is along the geodetic side, so, I
face daily, with my customers, geodesy

So, I think that, you know, the NGS program of, you know, new data or whatever it is, it's probably crucial to moving forward in those areas, and everything else we talked about -

But again, I think it's more -- at least, I feel it's the prioritizing. None of the funding, it seems, NOAA has, into what we're doing -- we need to get the most bang for the buck.

CHAIR WELCH: Okay, good, thanks.

Sherri, any thoughts?

17 MEMBER HICKMAN: I already said

18 them.

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questions.

19 CHAIR WELCH: Sherri has said

20 them.

21 MEMBER JACOBSEN: First if all, I

really enjoyed the stakeholders panels. I

think each one was fantastic, a lot of great input for all of us, especially me.

I wish we had the usual update we usually get on the vessels, the NOAA survey vessels, which ships are being built, where they are surveying, and what needs to be surveyed, that -- you had a graph in the past, like spreadsheets that showed that.

So, maybe in the next panel, we could get a better update.

CHAIR WELCH: Okay.

MEMBER JACOBSEN: And then to just follow along with PORTS, once again, we have to find funding for that, and I think there is ways, working with the Port Authorities and the shipping line associations, to maybe go after that harbor maintenance trust fund, and we can't expect to do it just through NOAA, or just ourselves.

But we should get some of these big players, like the shipping line associations, that are looking for ways to get

this equipment in, so they can get their ships loaded deeper and get them in and out of port safer, and we have to get that done.

CHAIR WELCH: Okay, thanks. Mr.

Vice Chairman?

VICE CHAIR WELLSLAGER: Well, the things that I've found this -- for me, what I've discovered with this past meeting was, PORTS is very, very vital.

I never really understood, the space that was involved with so many small islands, until we started talking about the Pacific Basin, and it's a lot of space to cover, and resources are as limited as they are, it's going to be difficult to try to do what needs to be done, and we have to look at finding ways to work with the funding that's already in place.

What I see the need for, besides PORTS, and that's been the ongoing problem that we have, is inter-agency cooperation.

I'm not at all convinced that the

Navy doesn't do a lot of work, that we can't get access to. There is bathymetry there, that's been collected, that we should be able to access, and I think we need to work together, or strive to find ways to make recommendations to work together with different agencies, and find out what they have and find out what we have, that they could benefit by using.

More work needs to be done with the equipment that we have in the store -- I mean, in place, now. If ships go to areas to do work, and they have equipment that's not being used, the equipment needs to be used, for collecting data.

The northern areas in Hawaii, was it sonar that wasn't being --

MEMBER MILLER: Yes, it's sonar that's on the ship, that's not being used.

VICE CHAIR WELLSLAGER: Yes, I'm sure there could be some benefit with working with that sonar, if it were capable. I mean,

1 if the expertise were there to do that.

Near-shore bathymetry, that gap, it would be interesting to see, if we weren't able to find a way to get different groups together, to solve that problem.

You know, again, that kind of ties back into the inter-agency cooperation.

A lot could be done, and with research that's being -- taking place right now, with schools and with the private sector, that might be something that could be done with drones or something, I'm not really sure.

But I'm kind of curious, Gary,
with the PORTS and the climate, if we put met
data sensors on these CORS stations, the
weather service could use some of that,
because they could track the measurable
precipitation -- not precipitation, but
humidity, and do that for weather forecasting.

So, again, this inter-agency thing with PORTS might be a way to kind of pull some money in there, as well.

So, it's a thought. I mean, I'm 1 2 not a weather quy. I don't like it, but it's -- you know, if we could find a way to kind of 3 4 bring them into the fold, it might happen. 5 So, that's it. 6 CHAIR WELCH: Okay. 7 VICE CHAIR WELLSLAGER: I kind of 8 rambled, but that's where I see things. 9 CHAIR WELCH: Okay, very good. 10 All right, we are suppose to have a public comment period around now. So, I don't know 11 12 if we have any public commenters or not, but why don't we invite that public comment 13 14 period, real quick? Hearing none, the public comment 15 16 period is closed. 17 Let me in light of three NOAA 18 Governmental representatives, to make any kind 19 of observations they have. Rich, we'll start 20 with you. 21 MR. EDWING: Sure. So, this is my

third full HSRP meeting, as Director of CO-

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OPS. I think I've come to a couple of others over the years, just in terms of making a specific presentation.

But I think this one has been a little more eye-opening, and perhaps, the previous two, just given the locale, and I think the vast expanse of the -- just geography, that -- the needs are out there.

It's certainly, I think -- and I've got, I think, a long list of things to work on, when I get back, ranging from very specific issues to large ones.

The one I'll just talk about is, I think at one point, Joyce -- or say, Judy, do you have enough tide gauges out here, and you said, "Well, I think we do," because our plan that we did a number of years ago, where we tried to set -- determine how many end-long gauges do we need, total, we did that analysis, based upon the vertical span of control, that each gauge provides, in terms of providing a tidal datum, and that tidal datum,

you know, it's to reference frame work for the U.S., in terms of the water side of things, and it's the basis for nautical charting.

And in that plan, we acknowledged that it was really just based on that, and not tsunami needs, not storm surge needs and sea level. Those all bring very different things to the table, and we really couldn't even get our arms around those requirements from other folks.

So, but based on that, we had enough gauges in the Pacific, but I really am questioning that now, in my mind, based upon a lot of what I've heard here today.

And you know, John and I both said

- we got these compacts, these two other

portions of the Pacific and we were kind of

unaware of those, and what do those really

mean to us, in terms of expectations for

services, to be provided.

So, I think -- well, I'm certainly going to be taking another look at, you know,

what are my real requirements out here, and I may be adding to my list of requirements out here. Doesn't mean the funding is going to show up, to meet those, but this trip has been very educational to me, in terms of, I think, highlighting that. Thanks.

CHAIR WELCH: Thanks, Rich.

Juliana?

MS. BLACKWELL: So, a couple of key things that I see, that we can do a better job of presenting to the group are things related to research efforts, perhaps along the lines of bathy LIDAR, and some of the pilot projects that we're engaging in with some other Federal agency, USGS, or the Corp of Engineers.

And although those are not in production yet, at least some of the hopeful developments and technologies that we'll be able to use, to try to gather that gap and put some data in there, for all of us, from the hydrographic survey perspective, as well as

1 coastal management.

So, that's one area of focus that NGS would like to work on and report out on in the future.

The other part of the geodesy side is explaining the relevance and the importance of the geodetic datums, and certainly, we all understand the complexity of trying to get that very simple, understanding that then mushrooms into a lot of confusion, when you start talking about datums, and from the water side, and coming up with some tangible, sensible ways of thinking about that for the panel, and perhaps, some just examples of what -- what happens when you don't have this type of information.

And tie that to what we are working to improve for the future, with our new vertical datums, our GRAV-D project and all the other lingo that we threw around, but what this is really going to mean to the nation, and put it into perspective of things

like flood plain management and the importance of having accurate elevations for coastal management, what it's going to improve, the efficiencies that this is going to gain.

So, focusing on more of the high level impacts of the research and development that's ongoing in geodesy, related to again, the hydrographic surveying and the shoreline mapping, but also, into the non-coastal areas and the importance of improved elevations and positioning information, and I think that's it.

CHAIR WELCH: Thank you. John?

CAPT. LOWELL: Just a couple of quick comments. There was a little bit of discussion about the regional need for the meetings.

Every time I think I understand, let alone what my office does, with the nav services, I find out I'm woefully uneducated in the broad use of the things we do, and almost every meeting we come to, it opens my

eyes about a new use and a new direction and just things I didn't know about.

So, I would encourage this panel to continue down the line of very much, a regional approach to collecting information, and with that said, I think so far, at least all the meetings I've attended -- have attended, have all had the stakeholder panels. I can't even think of one that didn't.

I just think this is a great way to get regional information on, you know, the questions that we're putting out there, and I would encourage the panel, that when we set these meetings up, is that we have some consensus on what questions we want answered, which is kind of the strategic stuff coming up.

Once we set what it is we want to find out, then we can really build these panels, and we had three really great panels, this meeting.

So, I would encourage everybody on

the regional approach to collecting information and/or the panels as a way to collect that, on the ground.

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And one of the things we've been working very hard on in coast survey for the last -- well, ever since I've been there, is efficiencies and what it is we're doing. think that -- you know, it's so obvious, on the surface, OMB is very supportive of it, but whatever it is we're tasked to do, we just need to be efficient in meeting the needs -efficient in the way we do it, and hopefully, it meets the requirement that we understand it to be, and anything that we head down the road on, whether it be technology, meeting new customer requirements or coordination -coordinating multiple entities to meet a need, all has to be aimed toward that efficient use of resources, where it be Government, contractors, state, local, etcetera, etcetera.

So, I would encourage one of the directions that the panel could focus on would

be kind of under an efficiency umbrella, and then you could pull out anything that you think we can get some sort of a reasonable turnaround on, or way we could move forward on that. So, that is what I have.

CHAIR WELCH: Okay, thank you.

Any of the other -- Gary, do you have any comments?

CAPT. GLANG: Thank you, Ed. I just wanted to comment on, if we took your questions and we threw them into, say, maybe three bins, what would come out of that, and would that be a starting point for a discussion on working groups?

I looked up in the chart, really quickly here, and as may be necessary, the DFO, acting for NOAA, can establish subcommittees, task forces and working groups, and if you go and look at some of the other websites, like the Science Advisory Board, they've structured themselves with some standing working groups and some ad hoc

working groups, and they have a link to some reports, so, you can see the kinds of products that they've made.

And a lot of those reports, they also issue letters to NOAA, asking us, asking the agency to explain certain things.

So, there is already a lot of information there, under the Science Advisory Board, for instance, on CMSP.

So, we could probably draw on what we see them do, and maybe before the day is out, hopefully at least think about notionally, sort of some bins that might constitute our working group on.

I think John just suggested efficiencies, but maybe we could narrow it up a little bit.

In each of these working groups, of course, we would want to sort of define the scope of what they're going to do, come up with a term of reference, if you will. Don't make it too broad for yourselves, because you

want to be able to accomplish something, when you come back and meet again in half a year, and say, "Look, here are the things we found."

But if you look at some of the other boards, and you think about it, you know, we would look forward to working with individual, you know, subset of the panel, during the course of the next half year, or more, answering questions or facilitating answers, from the other parts of the agency.

I think a lot of the points that were brought up today, we sort of know the answer, and a lot of questions have been answered, but we don't have those right at our hands.

So, things like data sharing, there is a tremendous amount of interest in that already at NOAA, a lot going on, but once you open up what sounds like a very simple concept, you realize, it's pretty complex.

So, those are just my observations.

CHAIR WELCH: Okay. Any of our

other NOAA folks? Paul or Virginia? Anybody else have an observation you might want to make?

MR. BRADLEY: Well, I think -- thanks for the opportunity.

I would just say that I'm very encouraged and pleased by just the comments going around the room. You know, I think you guys have really -- you've obviously taken a lot of information and came out with some thoughts that echo very well what -- things that we're looking on a day-to-day environment and you know, certainly, within the realm of my work, some big issues that we're trying to work on, and some little issues.

But I came here hoping to help reinforce that message of think strategically, think big picture, and you guys just ran with it. So, I think that was -- makes my job easy. So, I'm happy.

21 CHAIR WELCH: Okay, good, thanks.
22 Okay, let me make a couple of comments and

then, we can have some discussion.

First off, I want to thank all of the members that came. This was excellent attendance and particularly, the new members, and the two new members that couldn't come, wanted to, and just had some insurmountable conflicts.

So, I think I mentioned in Silver
Spring, I know it's always tough to break away
from what our normal requirements and duties
are, but the ability to actually come to the
meetings is the key to being an effective
member of an Advisory Committee.

So, I hope everybody will continue to feel like it's a worthwhile thing to do, and make every effort to do so. It's not always possible, but thanks for doing it this time, and thanks for the interest and engagement that people have shown in this meeting.

You know, I'm in the last year of my first term and while theoretically, I could

be reappointed, it's not likely that I will reapply, or will be reappointed, because there is an informal -- it's more than an informal edict from the White House, that they aren't going to be appointing or reappointing people to Advisory Committees if those folks are engaged in legislative or lobbying activities, which applies to me.

So, I'm probably kind of on the way down and next meeting, very likely, could be my last meeting as an official member of the panel.

Having said that, one of the things I would like to feel good about, if in fact, that is my last meeting, is that I've contributed a little bit to getting the new members engaged and up to speed and feeling like they're ready to roll.

So, that's one of the things that I want to try to see what I can -- whatever I can do, to help the NOAA staff bring that about.

The agency really wants us to think strategically, and of course, you know, what does that mean? You know, what does it mean to think strategically?

But one thing that's clear is that sort of the general themes of the President's ocean policy and the general themes of the agency's strategic plan, to the extent we can latch onto aspects of that, and relate that to, you know, the day-to-day type of activities of the navigation services and the geodetic services and that type of thing, and show how those types of programs relate to those big themes, and contribute to those big themes, I think that sort of contributes to thinking strategically.

So, it's important for us collectively, and some of us individually, to continue to skim through those two documents. They aren't overly long, and remind ourselves what are in those documents, and say, you know, kind of keep those things in the back of

our head and say, "How can we relate the stuff we talked about today, to them," because to the extent we can, we have a possibility of grabbing the attention of the administrator or the deputy administrator or the Cabinet Secretary or the Office of Management and Budget, and to the extent we're talking about things that aren't readily -- don't seem to be readily connected to those two documents, it's easier for them to dismiss what we have to say. So, we need to continue to do that.

At the last meeting, some of us were talking -- the one in Silver Spring, for the new members, some of us were talking about whether there might be some value at future meetings, to a little bit more than what we've done in the past, pick a theme to the meeting, and while we still have our regional focus, try to have our non-regional discussions connected to that bigger theme.

And that, to me, sounds like it might fit in with this idea that some of us

have brought up, about what are the -- you know, the three or four working groups, so to speak?

I mean, you could have a working group, a theme for a meeting, a strategic subject, all of which are sort of related to each other.

You know, you could say, if, for example, if the Arctic were a strategic subject, well, the Alaska meeting could focus on Arctic issues, and we could possibly convene a subcommittee of members, of some of our panel members, possibly even chaired by Lawson, you know, to help plan the meeting, to sort of frame some questions.

You know, traditionally, the meetings have been planned primarily by the staff of NOAA, with some input -- the program, some input from the Chair and the Vice Chair.

But you know, it wouldn't be hard, if people were willing to do it, if we had a working group on the Arctic, to be much more

involved in helping to plan the Arctic meeting in Alaska.

We could do that with several different themes. You know, if we were going to do that, I really liked several of the observations, but particularly Scott's, about the need to try to force the agent -- force the agent -- try to encourage the agency, to engage the Defense Department and other agencies, and say, "How can everybody be aware of what everybody else is doing," and everybody could receive value from what everybody else is doing.

I think that would be a strategic type of subject matter, and it could be the theme of a meeting somewhere, maybe in Norfolk, if we were having a Norfolk meeting that was sort of giving a particular focus to the Defense Department.

So, I mean, I could think of a half-dozen type of things for working groups, strategic areas, themes of meetings, and some

of the challenge would be, and you can't do
everything, you know, you've got to bite off
what you can chew, and the one thing I can say
about working groups, and doing work between
meetings, it sounds good. It would be great,
if we could do it. We might want to try to do
it, but let's be realistic, we all have other
things to do.

This is not, you know, with the exception of the NOAA people, this is not our main purpose in life, and it's tough, just pulling in the time.

You know, so, what I would suggest is, I've been taking a lot of notes, and I would suggest that -- I'd like to put together a little document over the next week or so, with my thoughts on what I've heard from all of you, about six or seven theme -- possible themes, working groups, strategic areas, and circulate them, and see if people would want to comment on them.

And you know, I may be -- my ideas

might be totally off base, and you might feel like I left something out that was so glaring and obvious to you, you know, then obviously, you could -- and you know, I think, for example, this is not my area of expertise, but obviously, you know, I think there ought to be some kind of strategic group theme on the geodetic side, and I don't know quite how to frame that.

But some of you would, and -
MEMBER MILLER: Would that

include, say, PORTS, or is that not -
CHAIR WELCH: Well, it could

include what we want, but I was thinking more

in terms of the -- what I would say, the land

type observations --

MEMBER MILLER: And that means spatial recommendations?

CHAIR WELCH: Yes, that type of stuff, you know, all the things that I've never even heard of before, but -- before I came on the panel. I came on this panel

thinking, "I'm going to be talking about

nautical charts," and people are saying, "D
down, ground-D," and I was like, "What the

heck did I get myself into?"

MEMBER DIONNE: But the National Spatial Reference System, that does sound very grand, I mean, you know --

CHAIR WELCH: Of course, so, I would like to circulate my thoughts, trying to -- which would be based on your contributions, by email, and see if you all would like to react to them, and then go from there.

So, with that, those are my thoughts, and I would be glad for anybody to react now, or John or -- yes, David?

MEMBER JAY: Well, I will simply bombard you with, I already put together about a page and a half of slots, on the subject.

So, I will simply bombard you with that, and you can include it, as you will.

CHAIR WELCH: Okay, that's -- what was the quote? "Send it on," or -- no, our

former President, what did he say? "Bring it on. Bring it on." That would be good.

MEMBER BRIGHAM: I just echo the narrow theme that you brought up, Scott and others, and I noticed on the stakeholder -the panels, that no one actually spoke from the operational Navy or the Army Corps of Engineers, and as a citizen, as a panel member, I think a huge user, USN, coastal facilities, huge provider, Army Corps of Engineers, although Army Corps of Engineers sitting here, and we've had representatives from the DoD.

But I think if we can, that they
be part of the stakeholders, even though
they're not from private sector, because I
think they're big players in this, and I -CHAIR WELCH: And if I could
interrupt, and we have had them in --

MEMBER BRIGHAM: Okay.

CHAIR WELCH: For example, we had

the Commander of the -- of course, I don't

know the exact name of the facility, but the Navy facility up in Newport, that trains everybody in surface navigation --

MEMBER BRIGHAM: Yes.

CHAIR WELCH: -- and he came up and made a presentation, and we've had -- we had the Colonel from the Corps District up in Portland, at our last meeting. In fact, he was sort of our kick-off speaker.

So, you can't do everybody, every time, and so -- but it's a well taken point.

MEMBER HICKMAN: I just, you know, you guys, I thought maybe this was what Ed was leading to, when he said the next meeting may be his last, and as far as he's concerned, he's usually right.

So, you folks new to the panel might want to start thinking about who is going to be the Chair. I'm not sure how much longer Matt has on, but that's a very, very hard position. I know, Ed puts a lot of work into it, more than we do, as members.

1 So, you might want to think 2 amongst yourselves, who wants to step into those big, mighty shoes. 3 4 CHAIR WELCH: I would say, 5 actually, Matt does have several more years, 6 because he just started. 7 MEMBER HICKMAN: I see his mouth 8 open. 9 CHAIR WELCH: But it is good to have the Chair and the Vice Chair not be of 10 the same class. 11 12 MEMBER HICKMAN: Right. CHAIR WELCH: You know, so, they 13 14 don't go off at the same time. 15 MEMBER HICKMAN: So, then you might want to think about a Vice Chair, Matt. 16 17 CHAIR WELCH: And actually, that's a good point, Sherri, because it's --18 19 MEMBER HICKMAN: It's a lot of 20 work. 21 CHAIR WELCH: I don't know that that decision has to be made at the Fall 22

meeting, but it ought to be started to be thought about at the Fall meeting, and that gives -- Lawson, were you waiting? Oh, Joyce was waiting.

If you will hang on, just a second and then --

MEMBER MILLER: Sure, that's no problem.

CHAIR WELCH: -- that gives me the opportunity, I think maybe, Kathy was reminding me, and I think I may be -- might not reference -- let Kathy have something to say.

The Fall meeting, we probably ought to discuss a little bit about what the process will be for soliciting the next round of applicants to be on the committee.

I know you just got appointed, but the Government solicitation process takes far more turns than you would think it should. Do you have anything you want to say about that, now?

Well, let me ask

MS. WATSON: Well, I would --

next public solicitation be made?

CHAIR WELCH:

this. When would -- if the situation took

place under normal conditions, when would the

MS. WATSON: Actually, it needs to go out summer of this year, 2011, because it will take at least four months for the process and nominations to come in, I'm saying at least, nominations to come in, evaluations, and then final selection and confirmation and all of that.

CHAIR WELCH: So, what we will have is a class of five people, that are my class.

I think all of us in my class, Tom is in my class, are theoretically, eligible to reapply and be reappointed, at least under the statutory criteria.

Now, given the administration's sort of informal criteria, you know, that might rule me out.

But the others would not necessarily be ruled out, if they chose to reapply. But on the other hand, there is no absolute certainty that they would be appointed for sure.

But in other words, there would be five appointments, or reappointments, that would occur, as a result of this summer's solicitation.

So, if you know of people or associations that represent folks that might contribute to this, you might start thinking about it and letting Kathy know, because Kathy has this sort of large email notice situation, for sending the word out, that gets published in the Federal Register.

But sometimes, I mean, we -- for example, this last time, we've been lacking people on the Great Lakes. So, several of us made efforts to call various people in the Great Lakes, saying, "This is coming out. You or somebody you know ought to apply for it."

Okay, I had Joyce wait, so, I'll let her go first.

MEMBER MILLER: This was just sort of an after-thought that I should have mentioned at first.

But in light of what several other people mentioned, I think it would be useful, because of the overlap with things like data sharing and so forth, and I know it wasn't possible this time, because of Roger, but it might be useful to have a bit of a discussion of the IOCM program, next time, and where it stands, because there is a lot of overlap with some of the issues that were brought up.

And it might give us a better understanding of where things stand, and you know, what's going on. So, that was just a comment.

CHAIR WELCH: All right, David?

MEMBER JAY: I was just wondering

if you had any list of professional societies

or organizations that you routinely get to the

1 solicitation for members, and then --2 MS. WATSON: Yes. MEMBER JAY: -- each of us could 3 4 probably suggest a few, that might help a lot. 5 MS. WATSON: Yes, last year I sent out the FRN to over 2,500, which included a 6 7 diverse audience of professional 8 organizations, Academy of Sciences, all the 9 different various ones, and plus, there is 10 also policy guidance from NOAA on the outreach efforts, too. 11 12 CHAIR WELCH: I would suggest that 13 rather than us asking Kathy to share her list 14 of 2,500 people with us, if we know of a group that we think ought to be on Kathy's list, if 15 we could just individually take the initiative 16 of sending it to her, and she could check and 17 see if she's got it on her list or not. 18 19 MS. WATSON: Yes. 20 CHAIR WELCH: So, if you have 21 suggestions, please do that.

Just bang us with an

MEMBER JAY:

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1 email on the subject, you know, if you're 2 sending out stuff. 3 MS. WATSON: Yes. 4 VICE CHAIR WELLSLAGER: Kathy, 5 when will it be posted, the register? 6 MS. WATSON: Well, it's probably 7 going to be posted in June. It's got to go 8 through a review. We draft it, document it, 9 it's got to go through tri-office review, then it's got to go through policy review, and 10 also, NOAA headquarters review and dah, dah, 11 12 dah. 13 So, that's why I'm saying at least 14 four months. 15 CHAIR WELCH: So, you'll start on 16 that, when you get home? 17 MS. WATSON: As soon as I return. 18 CHAIR WELCH: Yes, okay. 19 right. 20 MEMBER CAROTHERS: Who does the 21 actual selection? Does the committee select

any members, or does NOAA?

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CHAIR WELCH: No, we have nothing to say about that.

MEMBER CAROTHERS: Okay.

CHAIR WELCH: I mean, we can try to encourage people to apply, and we should, but we have no mechanism for giving input to the agency. Yes, John?

CAPT. LOWELL: Yes, just to give you a quick run down of what we do do, is once we go out, we get a whole list of applicants in, and I think we had several hundred last time.

There are specific rules that we follow, that are defined in the FACA's, you know, there should be a regional focus, the discussion on Great Lakes was a good example of that.

There are specific KSAs, knowledge, skills and abilities that we look at, and that all goes into a bin, also based on the current membership of the panel.

In other words, we wouldn't -- you

know, if it seems to be we're getting heavy on the geodetic side, we might want to go out into a different direction.

Things of that nature, all balance in there, but the rules are to create a diverse panel, based on, you know, the advice of -- they are to provide, the organizations they represent, and the geographical areas of the country are represented in there, and we typically come up with a list of primary recommendations and alternate recommendations, and there is a group review of the three of us, plus Andy, another non-voting member, and Larry, should he wish to be involved in that.

Then that goes up through the NOAA chain, and believe it or not, Dr. Lubchenco takes an active role in selecting these individuals.

So, don't think that we make those selections, you know, just, you know, because we like somebody. It goes through a very, very intense review process, and I hope you

all appreciate the fact that you were selected.

3 CHAIR WELCH: Lawson?

MEMBER BRIGHAM: Yes, I know you do this balance thing on regional and then specific, and I'm presuming we might lose a couple of our pilots, or maybe not if you reup.

9 MEMBER HICKMAN: At least one.

10 MEMBER BRIGHAM: Yes, and I think

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CHAIR WELCH: I guess, Sherri's time -- her second term is coming towards an end, right?

15 CAPT. LOWELL: She had a one year extension.

MEMBER HICKMAN: Yes, I had a one year extension.

MEMBER BRIGHAM: Just my point is, that we want some ship people on, and I think Steve is a former master mariner, that's now in management.

So, we want some ship people, 1 2 obviously, and you'll have 'x' number of pilots and current mariners that -- besides 3 4 the geodetic and ocean serving people and 5 scientific backgrounds. CAPT. LOWELL: Right, groups like 6 7 port authorities. I mean, they all fall under 8 the initiative we try to cover. 9 MEMBER BRIGHAM: Being a shipper, 10 I would hope you would put in a few words, for 11 sure. 12 CHAIR WELCH: Lobbyists are going 13 to be under-represented. 14 MEMBER BRIGHAM: Well, even the 15 cruise ship industry, I mean, let's face it, that's huge, right? 16 17 CAPT. LOWELL: Yes, we actually had 18 a cruise ship representative who just departed 19 the board. 20 MEMBER BRIGHAM: Yes. 21 CHAIR WELCH: Right. Other 22 thoughts or observations?

Okay, there is one last thing that

I'd like to mention, and that is

traditionally, in the last few years, when

we've had a meeting, we have concluded by -
we've provided a letter to the Administrator,

following the meeting, which was -- tended to

be drafted by the Chair and the staff, that

did two things.

It summarized sort of the general themes of the meeting, sort of to tell the Administrator, "You've got an active committee. Here is what they were talking about. Here is what they were thinking about."

Number two, "Here are some specific recommendations that we would like."

It was sort of -- I mean, we're not required to do that, and sometimes, it was easy coming up with recommendations, and sometimes, we had to stretch a little bit, to come up with some specific recommendations.

I think we should definitely send

a letter to the Administrator, saying, "We met. Here are what our themes are."

There has been -- I'll probably

get myself in trouble with somebody here, but

I've gotten mixed signals, I guess, from

various folks within the agency, as to whether

-- the agency leadership wanted

recommendations, you know, specific

recommendations.

Obviously, you know, for example, an example of a recommendation was the fact that we wrote the letter a couple of meetings back, "You need to get up there to that fishing bay, up in Maine, and try to enhance the," -- you know, try to deal with surveys up there for the fishing fleet.

And we had a recommendation down in Florida, "You need to work with various people and try to move the cruise ship berthing area off the top of the coral reef."

And so, the recommendations could be as specific as something like that, and I

think the panel always liked making the

recommendations, and I think there were folks

in the agency that liked getting the

recommendations, but I also thought there were

some people in the agency that kind of said,

"Oh my gosh, here comes more recommendations."

So, anyway, I've kind of gotten mixed signals from various people in the agency, as to whether they want recommendations or not.

My question is, we haven't been thinking about recommendations at this meeting, I mean, in the past meetings, from day one, as we went in, we started saying -- in fact, at the end of each day, we would say, "Was there something here that might be the basis for a recommendation?" But we haven't done that, this time.

So, do we want to try to come up with a couple of recommendations to include in a letter, or do want to just want to do a letter that sort of reports on our activity

1 and our general themes?

I mean, I have not heard, that I can think of, something that I would feel like was a burning thing for a specific recommendation, but what do you all think?

Lawson?

MEMBER BRIGHAM: Well, I'm not sure if they have to be recommendations. I think there are points or observations.

I think we've got a lot of problems on our hands, well, the Government, on marine spatial planning. I think we heard a little bit about that, and if you were to ask me for some points, I would say, we had a discussion about marine spatial planning.

I think there are a lot of questions, maybe our sense is it hasn't been marketed well and explained well, and more needs to be done.

I don't think it's a recommendation, per se. It may be an observation.

CHAIR WELCH: Okay.

MEMBER BRIGHAM: And there may be other issues, Arctic, I would say, if you asked me, stuff is being done, pretty good stuff, and -- that I haven't heard some of it, and it may be, again, a little bit more marketing to the field and to the staffers would be helpful.

Doesn't mean we need -- don't need more resources, in the line organizations, but I think actually, the very valuable work that's being done and funding is being allocated to Arctic.

CHAIR WELCH: One think I didn't make clear is that when the Chair and the staff drafted the letter, it was then circulated in draft form, to all the panel members.

So, panel people could say, "Oh, no, that's not what we want to say," or "You forgot this," or that type of thing.

So, you know, I'm not out here,

saying let's gin up recommendations, but

particularly for the returning members, I

didn't want to pass over this sort of

traditional thing that we did, and you said -
you know, why did we forget about that. Tom,

did you have a thought?

MEMBER JACOBSEN: Well, yes, I think it's critical, if we do write the letter, and then definitely, this -- just talking about first of all, the overwhelming amount of work that needs to be done out there, that NOAA does, so extremely well, and the lack of funding, and you can't be cutting more.

You know, making the point of,
don't go backwards with this. We have to move
forwards, and then pick out a couple of
points. I think definitely, we can draw upon
two points or three points, from this meeting,
let's put that in there.

CHAIR WELCH: The PORTS maintenance is an recurring issue in our

1 meeting.

2.0

MEMBER DIONNE: The themes that we mentioned really could be sort of mentioned as recommendations for NOAA's interest, or you know, NOAA's attention.

The IOOS and the interoperability, data interoperability, those go together. The geodesy and the -- you know, the seamless topography to bathymetry idea.

CHAIR WELCH: And I don't know
that we brought a sample recommendation
letter. We should have. If we didn't -- but
I mean, these things are not tomes, they're,
you know, a page and a half, or something like
that. Joyce?

MEMBER MILLER: Yes, I think from

-- I mean, kind of representing the Pacific

Basin, I think the hugeness of the area and

the lack of resources, and I mean -
CHAIR WELCH: Okay, that's exactly

the type of general observation that we have tried to focus on.

MEMBER MILLER: And so, the -- as
Rich said, you know, when I asked him early
on, "Are there enough tide gauges," he sort of
confidently said, "Yes," and then listened to
really, two full panels of stakeholders that
came and said, "You know, there is dozens of
reasons that we need better geodetic control,"
and then I would -- with John, back there, I
would reiterate, you know, our bathtub ring
gap is just, you know, it kills us in the kind
of ecosystem side of things.

MEMBER DIONNE: But that's also relevant to many other certain more traditional nav services mission pieces, as well.

CHAIR WELCH: Yes, David?

MEMBER JAY: The observation that we intend to form some subgroups and identifying the subgroups, doesn't -- it isn't a specific recommendation, but certainly says what we're interested in.

CHAIR WELCH: Well, it does, and

in fact, we don't even have to yet, I mean, depending on when we send the letter, obviously, the earlier you send the letter, the better.

But if we had not fully decided on this, just the fact that we had decided to do something along those lines, to comply with their request, to think strategically, you know, we need to say, "We've spent a lot of time, figuring out how we're going to -- things we can advice strategically on," the Administrator, that's something she will want to hear.

Well, what I would suggest then is that Matt and I will take the first stab with the staff, at composing a letter along those lines, and then we will circulate it to you.

So, you'll be getting that and you'll be getting my little individual document about sort of strategic directions for the panel.

So, yes, Lawson?

MEMBER BRIGHAM: Maybe I think we 1 2 should --3 MEMBER DIONNE: In the letter, I don't know if it will be possible, but if 4 5 there are obvious links between the 6 observations that we're making and the NOAA 7 strategic plan, you could also do that. 8 CHAIR WELCH: Right, right. 9 is a letter, which letter is this? Oh, this is a recent letter. 10 MR. BRADLEY: The Providence 11 12 letter. CHAIR WELCH: The Providence 13 14 So, why don't we skim through it? letter. You know, we basically talk about 15 what are the things that we did, sort of the 16 17 general themes that we did. We talked about 18 the various types of interests of people that 19 were representative of stakeholders, in the 2.0 stakeholders panel. 21 See, we have the Navy Surface 22 Warfare Officer School Director as one of our

1 presenters, Lawson.

2.0

We were a little bit concerned that their -- their draft -- I guess it was at that point, the draft -- the strategic plan was still not in final form, and we were feeling it was a little light on references for marine transportation.

So, we urged them to beef it up a little bit, and I think they did.

MEMBER DIONNE: That's cool.

CHAIR WELCH: We didn't talk much about the fleet, at this meeting, but we talked quite a lot about some of the deficiencies of the fleet, in the last meeting.

This is our fishing fatalities up in Bay in Maine, number three. There was an issue, as to the relative roles of NOAA and the FAA and distributing certain types of charts.

MEMBER DIONNE: CMSP.

CHAIR WELCH: Coastal and marine

spatial planning. The Bill that -- in the last Congress, is the same in the Bill that's in -- that's going to have the hearing that Paul Bradley talked about.

We were -- we appreciated them using stimulus money for some charting purposes. So, we won't consider all of that.

But also, we said in number 10, as polite as we could, get on with appointing the new members.

MEMBER BRIGHAM: Just the composition letter, I thought it might be useful to do the -- a couple of bullets in the regional, the Pacific and its importance and what we learned regionally, and then the broader ones that are agency and marine spatial planning, beyond the Pacific and that might be useful, if she reads the letter, she'll see, "Oh, you went to Hawaii, it cost a lot of money."

But we actually learned a bunch of stuff, and then the more agency stuff. Well,

Page 295 any agency -- Hawaii, people ask, "Well, why 1 2 did they go to," --3 CHAIR WELCH: Well, listen, I 4 think we --5 MEMBER BRIGHAM: It's very 6 positive. 7 CHAIR WELCH: I mean, I haven't 8 really started writing the letter in my head, 9 but I think we need to emphasize right up 10 front, that the Lieutenant Governor was there. 11 MEMBER BRIGHAM: Yes, right. 12 CHAIR WELCH: Yes. 13 MEMBER BRIGHAM: Okay. 14 CHAIR WELCH: So, okay. 15 MEMBER MILLER: We've been a 16 secret. 17 CHAIR WELCH: Exactly right, you 18 know, that's exactly right, you know, it's 19 these little things that people remember, and 20 that's exactly right. 21 MEMBER DIONNE: And it's, you 22 know, it's the only logical place to meet, to

Page 296 1 learn about the entire region. 2 CHAIR WELCH: Okay. 3 MEMBER HICKMAN: One question. 4 CHAIR WELCH: Yes, sure. MEMBER HICKMAN: 5 I know we discussed thanking Captain Lamb, was it, with 6 7 Matson? Are we going to -- did we want to --8 are we doing that as a group, or do you --9 would you suggest we send thank you notes 10 separately? CHAIR WELCH: Let's talk about 11 12 How would we normally thank Matson and that. Captain Lamb? 13 14 Well, first off, we send a 'thank you' letter to all of our people, you know, 15 16 everybody that comes in and either speaks to 17 us or has helped put together the letter, is 18 on -- gets a 'thank you' letter, that I guess, 19 you sign, Captain Lowell? 20 CAPT. LOWELL: Yes, I typically 21 sign for the panel, in this case. I would

hate to try to route that around for

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1 everyone's signature.

CHAIR WELCH: But I'm just

wondering if -- yes, if we ought to have

perhaps, a little bit more of an enhanced

letter to Captain Lamb and Matson and -- as a

whole.

MS. WATSON: Yes.

MEMBER MILLER: Do we get a listing of everybody who signed in, with contacts and so forth, because there were some people here that I didn't know, that are in Hawaii?

MS. WATSON: Right, that's why we have the public sign in sheets, and the Court Reporter is recording everything, and all attendees.

So, usually 30 to 60 days after the meetings, a summary is printed, which lists all of the attendees at the end.

There are some samples on the HSRP website, from previous meetings, so you can see.

Page 298 CHAIR WELCH: And do we --1 2 COURT REPORTER: I'm not going to have anyone's contact information. 3 MEMBER MILLER: But some of it is 4 5 in here. 6 CHAIR WELCH: Yes, we usually -- I 7 mean, if there is somebody that we need the 8 contact information, we can either through the 9 magic of Google or perhaps, just asking the 10 NOAA staff, we can usually track them down. But I assume that we will post 11 12 that list of the attendees as part of the product of this meeting, on the website. 13 14 I don't know that we'll be sending that around individually, Joyce, but it's kind of more 15 efficient, just to post it on the website. 16 17 MEMBER MILLER: Sure. 18 CHAIR WELCH: All right, we've got 19 about 15 seconds left. This is the last 20 comments or questions. 21 MS. WATSON: I have one last

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comment.

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CHAIR WELCH: Yes, Kathy?

the panel, thank you very much, appreciate all

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MS. WATSON: I'd like to say to

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of you coming, looking forward to -- and I 4

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wanted to give personal recognition to

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Lieutenant Kyle Ryan. If it had not been for Kyle working tirelessly with me for the last

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three and a half months, we would have never

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had the three stakeholder panels, and in

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addition, thank you to Ed Carlson, for the

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last minute speakers. I appreciate that.

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CHAIR WELCH:

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going to thank, on behalf of the panel, not

kind of beat me to the punch, because I was

Okay, well, Kathy

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only Kyle, being on site and being our point

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person here, but all the NOAA staff, a

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tremendous amount of organizational work gets

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done by -- that we aren't aware of.

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And so, Tiffany and Virginia and

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agency folks, there are even people that we

Captain Glang, Kathy, three line officer

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don't even see, from NOAA headquarters, that

Page 300

never get to come to this meeting, that have

to -- that do a lot of work for us.

And so, thank you to all of you.

Thank you to Kayla, for our Court Reporter and
our sound engineer, thank you. Who else have

we missed?

So, unless anybody else has a comment or a question, I think we'll adjourn, and we'll be in touch with you in a short period of time, and we'll look forward to seeing everybody at the Fall meeting. Thank you.

(Whereupon, the above-entitled matter concluded at 3:00 p.m.)

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<u>C E R T I F I C A T E</u>

This is to certify that the foregoing transcript

In the matter of: Hydrographic Services Review Panel

Before: NOAA

Date: 05-06-11

Place: Honolulu, HI

was duly recorded and accurately transcribed under my direction; further, that said transcript is a true and accurate record of the proceedings.

Court Reporter

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